

# UTA Board of Trustees Meeting

August 11, 2021



# Call to Order and Opening Remarks



# Pledge of Allegiance



# My BeUTAHful Community Student Art Competition

## *Meet Your Neighbor* Lucy Britsch Grade 9, Hyde Park

"My inspiration for my piece was public street art. I really wanted an interactive element. I wanted to give our community a voice and inspire more kids to become artists."



# Safety First Minute



# Public Comment

Live comments are limited to 3 minutes per commenter

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

Any comments received through alternate means were distributed to the board for review in advance of the meeting



# Consent Agenda

- a. Approval of July 28, 2021 Board Meeting Minutes
- b. UTA Policy – UTA.02.04 National Transit Database Responsibility Policy



# **Recommended Action (by acclamation)**

Motion to approve consent agenda





# Reports

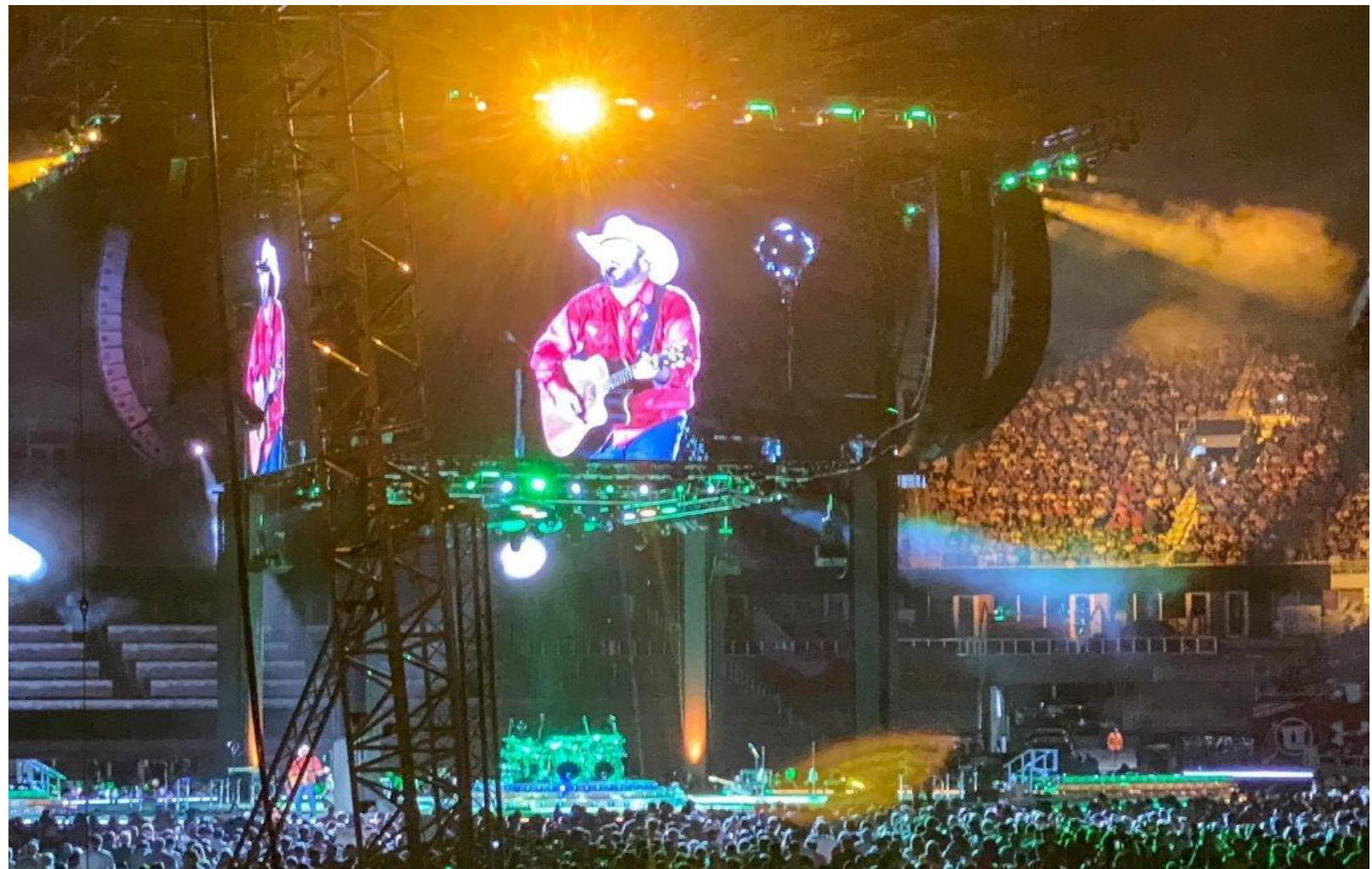


# Agency Report

- Garth Brook Concert Service Update



**Garth Brooks  
July 17, 2021  
After Concert  
Debrief**



# Ridership

- Average Ute football game ridership (2014 – 2019) – 6,999
- Record Ridership (Utes vs Cal 2015) – 8,959
- Garth Brooks Concert Ridership – 30,059
  - TRAX – 26,788
  - Bus – 3,125
  - FrontRunner – 146
- Ridership exceeded expectations
  - 393% higher than average Ute's game
  - 236% higher than previous record



# Resources

- Pre-concert trains: normal revenue service plus 10 event trains
- Pre-concert buses: 8
- Post concert trains: 19
- Post concert buses: 20 (all bus garages assisted)
- Post concert FrontRunner trains: 2 (1 NB/1 SB)



# Pre-Concert Events

- Concert originally scheduled to begin at 7:00 p.m.
- Garth Brooks scheduled to take the stage at 8:00 p.m.
- End time scheduled for 11:00 p.m. with expectations for the concert to run until 11:30 p.m.
  - Regular service trains planned to support passenger loads during pre-event service
  - TRAX event trains scheduled to begin at 6 p.m.
  - Bus support planned and coordinated for the new start times with Central and Meadowbrook
- Concert service planned using established Ute's Football game processes
  - Utes game capacity usually around 40,000 spectators
  - Stadium capacity expanded last year to 45,000 seats
  - Concert capacity set at 52,000
    - Sold out within minutes





# Pre-Concert Events

- Platform personnel at stations by 5 p.m.
- Football games - platforms usually reach maximum capacity starting at Courthouse Station
- Concert – Central Pointe, Ballpark, 900 South, Courthouse, Library, Trolley and 900 East Stations completely loaded with passengers by 5 p.m.
- Event trains were not scheduled to reach Courthouse Station until 6 p.m.
- At 6:14 p.m. fire reported near Murray Central Station
  - Rails closed due to proximity of fire
  - Seven event trains blocked from servicing concert
  - Only three event trains north of fire



# Pre-Concert Events

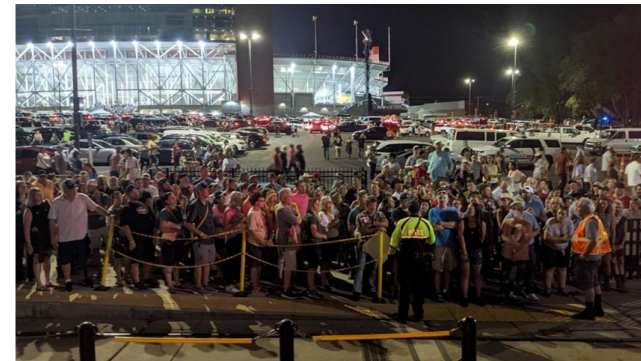
- Three extra four-car trains were sent from JRSC & placed in service to support loads
- Rails near Murray Central Station closed for 1 hour and 12 minutes
- Tracks were inspected and re-opened at 7:26 p.m.
- TRAX began moving passengers quickly, but loads were at maximum capacity by Courthouse Station
- Fire delay impacted 5,000 to 7000 passengers between Courthouse and Stadium Stations
- All passengers arrived at the concert before Garth Brooks took the stage
- Concert began at 9 p.m.





# Post-Concert Events

- 10:15 p.m. TRAX advised concert had begun final set and Stadium Station platform was at capacity
- Post event trains had just begun departing from JRRSC
- Buses arrived at Stadium Station at approximately 10:30 p.m.
- Passengers were boarded on buses and transported to Courthouse Station
- Revenue trains departing from Medical Center Station supported some passengers
- Event trains began arriving at Stadium Station at 10:50 p.m.
- As northbound event trains arrived at Stadium Station they were immediately filled to capacity
- As trains arrived on the southbound platform there was no room to board additional passengers
- All platforms were cleared by 1:30 a.m.
- Ogden and Timpanogos buses departed Salt Lake Central at 1:45 a.m.



# Lessons Learned

- New riders required assistance at platforms
- Revise event service plan based on seating capacity
- Better coordinate with U of U for event service
  - Understand potential restrictions to project loads (tailgate party)
  - Drop off locations for buses
- TVM signage regarding ticket as fare
- Explore expanding traffic/pedestrian control to keep buses moving through congestion
- Enhance pre-planning meeting with all key personnel, more volunteers
- Immediately stage post event trains
- Activate EOC



# Questions?



# Financial Report – June 2021



# **Monthly Operating Financial Report**

## **June 2021**

August 11, 2021

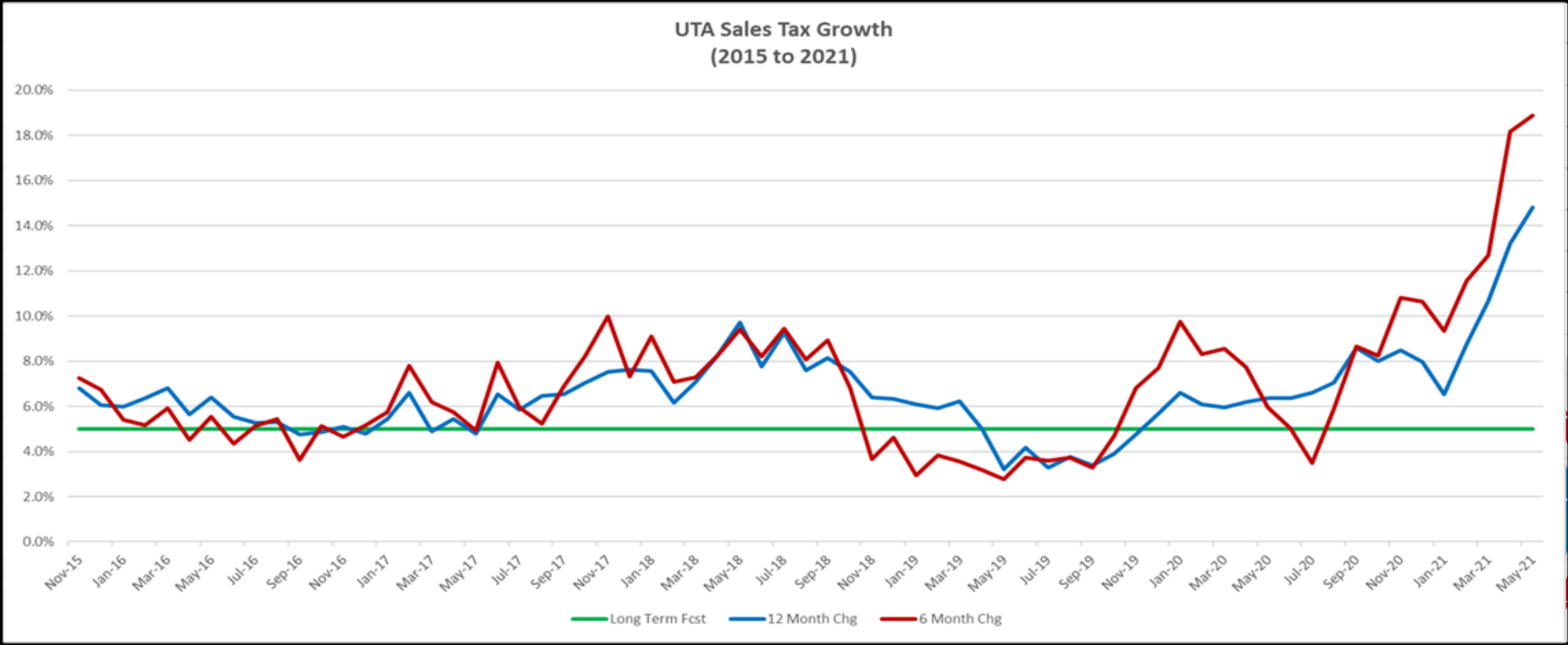


# UTA Board Dashboard

## June 2021

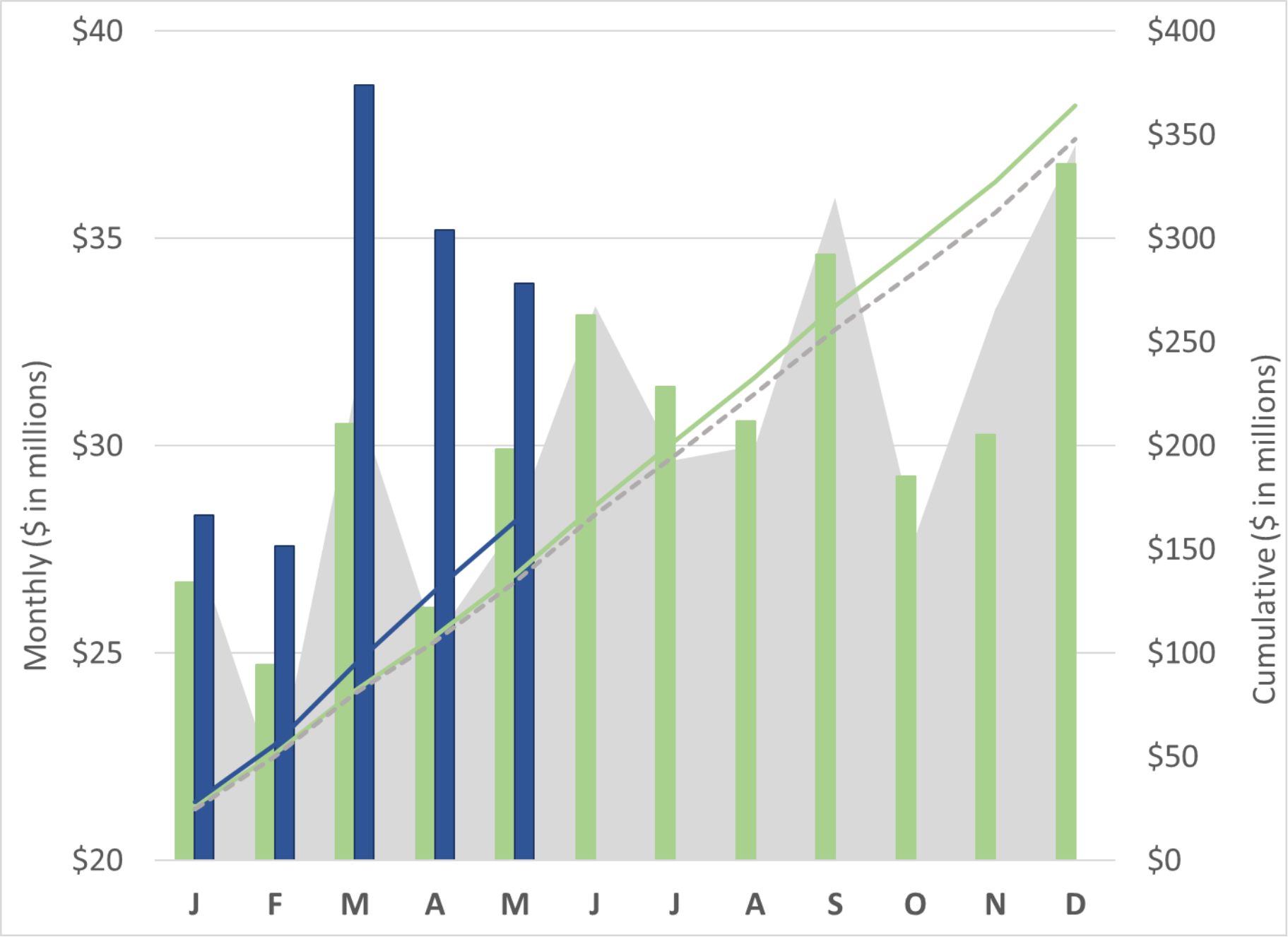
UTAH TRANSIT AUTHORITY

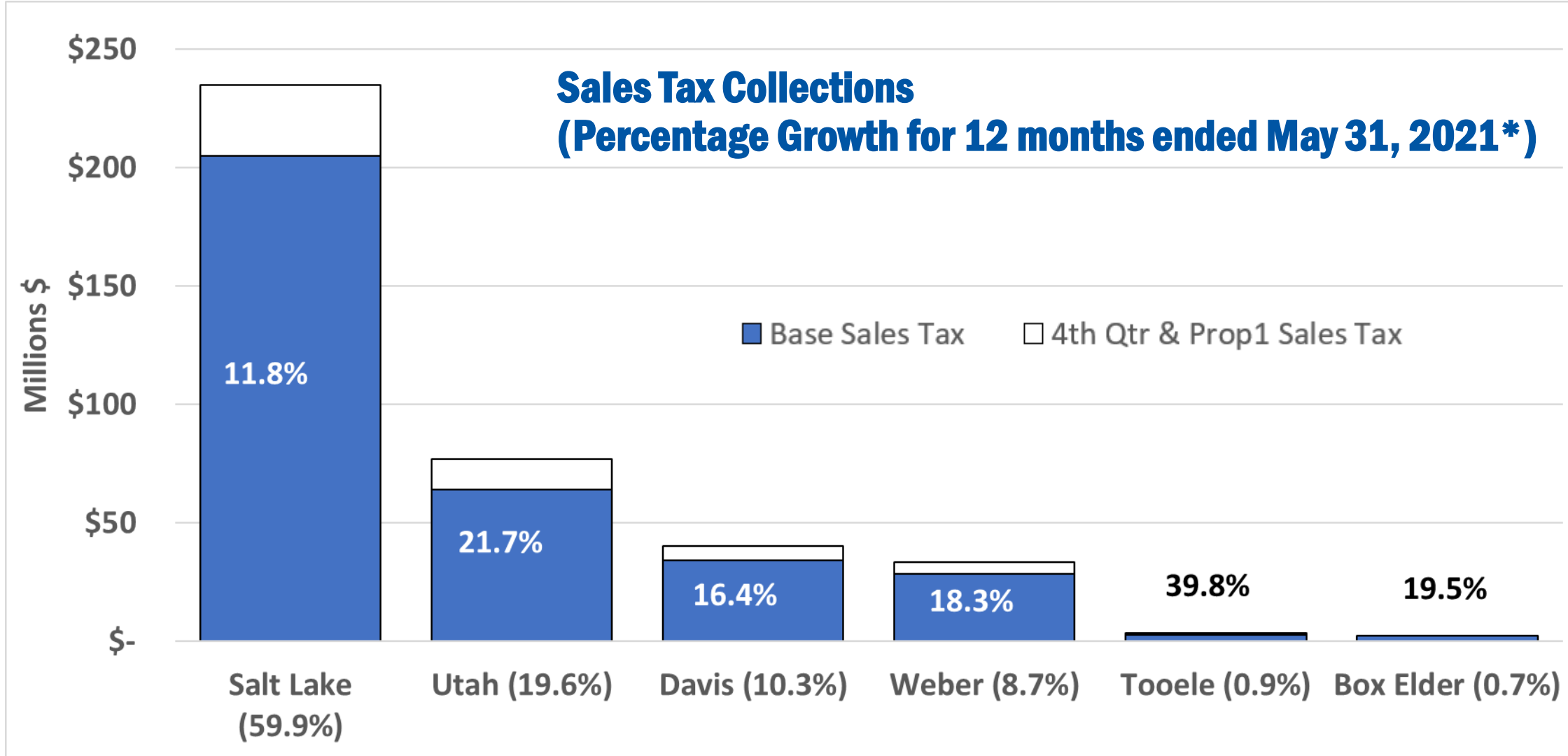
| Financial Metrics         | June Actual                  | June Budget | Fav/<br>(Unfav) | %        | YTD Actual | YTD Budget | Fav/<br>(Unfav) | %        |
|---------------------------|------------------------------|-------------|-----------------|----------|------------|------------|-----------------|----------|
| Sales Tax (May '21 mm \$) | \$ 33.9                      | \$ 29.9     | \$ 4.01         | ● 13.4%  | \$ 163.7   | \$ 138.0   | \$ 25.75        | ● 18.7%  |
| Fare Revenue (mm)         | \$ 2.0                       | \$ 2.6      | \$ (0.56)       | ● -21.6% | \$ 14.3    | \$ 15.4    | \$ (1.13)       | ● -7.3%  |
| Operating Exp (mm)        | \$ 27.1                      | \$ 27.0     | (0.13)          | ● -0.5%  | \$ 149.8   | \$ 160.8   | \$ 10.99        | ● 6.8%   |
| Subsidy Per Rider (SPR)   | \$ 13.57                     | \$ 15.06    | \$ 1.49         | ● 9.9%   | \$ 12.89   | \$ 15.06   | \$ 2.17         | ● 14.4%  |
| UTA Diesel Price (\$/gal) | \$ 2.49                      | \$ 2.25     | \$ (0.24)       | ● -10.7% | \$ 2.26    | \$ 2.25    | \$ (0.01)       | ● -0.6%  |
| Operating Metrics         | June Actual                  | Jun-20      | F/ (UF)         | %        | YTD Actual | YTD 2020   | F/ (UF)         | %        |
| Ridership (mm)            | 1.85                         | 1.40        | 0.4             | ● 31.6%  | 10.51      | 14.02      | (3.5)           | ● -25.0% |
| Alternative Fuels         | CNG Price (Diesel Gal Equiv) |             | \$ 1.39         |          |            |            |                 |          |



# Sales Tax

- 2020 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2020





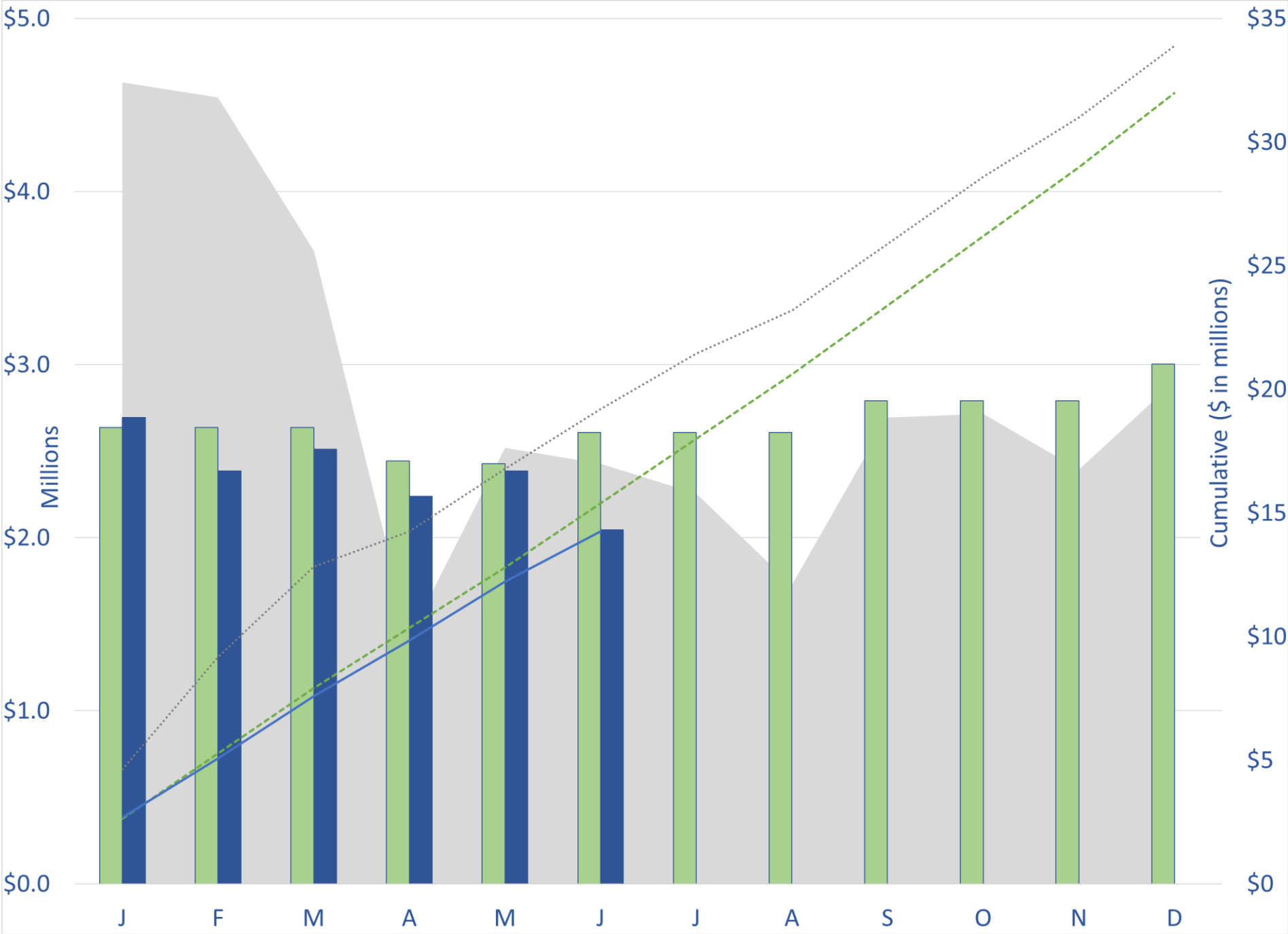
- % growth in base sales tax revenues over prior year
- (includes impact of Prop1 and 4<sup>th</sup> quarter rate changes in 2019).



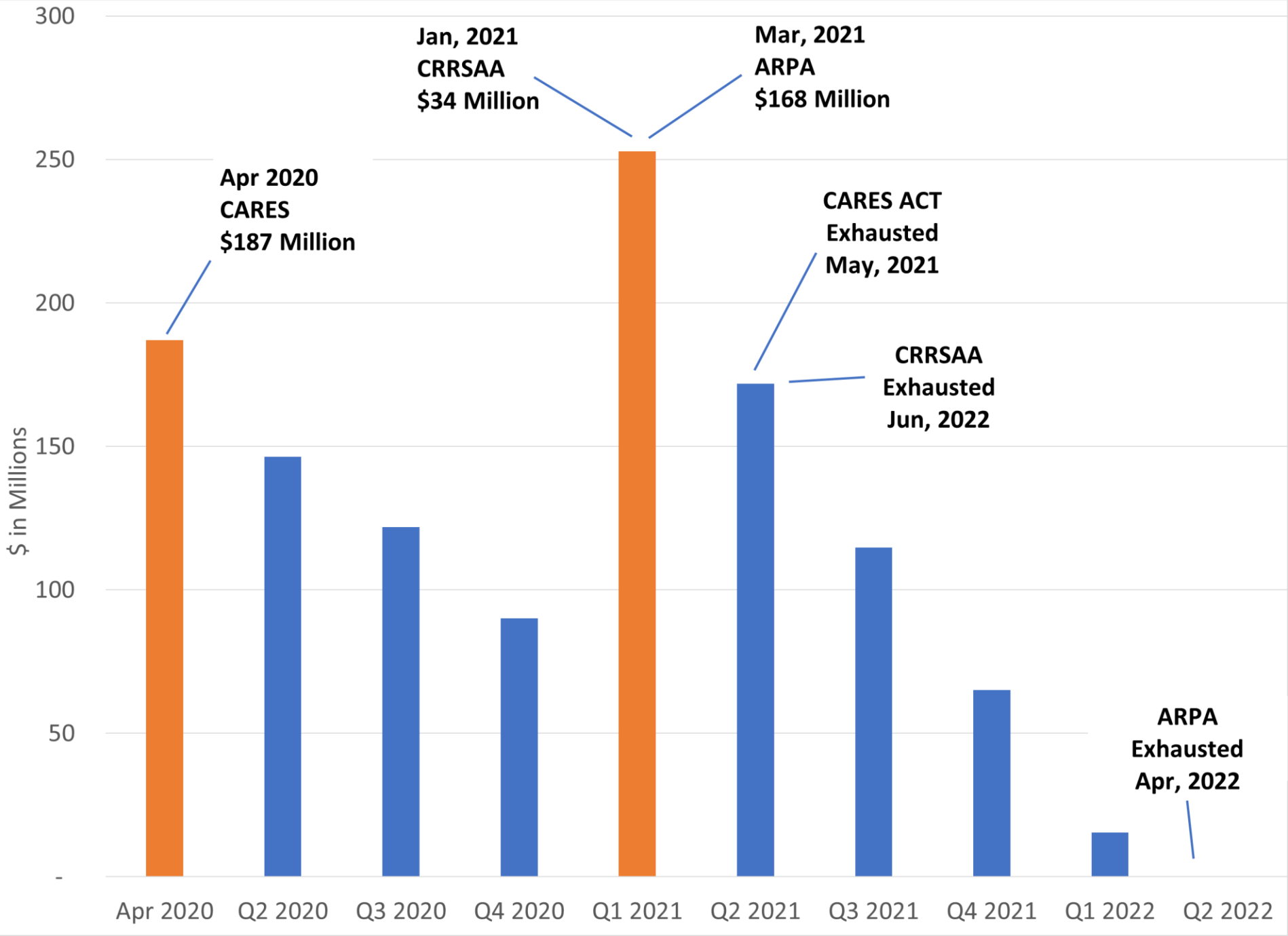


2021 Passenger Revenues  
(June YTD Variance = (\$1.1 million)

- 2020 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2020



# 2020 - 2021 Stimulus Funds



| MONTHLY RESULTS         |              |         |          |        |                                | FISCAL YEAR 2021<br>Dollars in Millions | YEAR-TO-DATE RESULTS |              |          |          |  |
|-------------------------|--------------|---------|----------|--------|--------------------------------|---|----------------------|--------------|----------|----------|--|
| Prior Year<br>Actual    | Current Year |         |          |        |                                |   | Prior Year<br>Actual | Current Year |          |          |  |
|                         | Actual       | Budget  | Variance |        |                                |   |                      | Actual       | Budget   | Variance |  |
|                         |              |         |          |        |                                | Revenue                                 |                      |              |          |          |  |
| \$ 24.8                 | \$ 42.3      | \$ 33.2 | \$ 9.1   | 27.5%  | Sales Tax <i>(Jun accrual)</i> | \$ 140.6                                | 206.0                | \$ 171.1     | \$ 34.9  | 20.4%    |  |
| 2.4                     | 2.0          | 2.6     | (0.6)    | -21.6% | Fares                          | 19.2                                    | 14.3                 | 15.4         | (1.1)    | -7.3%    |  |
| 14.2                    | 2.4          | 14.3    | (11.9)   | -83.1% | Federal                        | 71.0                                    | 138.0                | 85.8         | 52.3     | 61.0%    |  |
| 1.1                     | 0.7          | 1.4     | (0.7)    | -47.6% | Other                          | 7.6                                     | 4.6                  | 8.4          | (3.8)    | -44.9%   |  |
| \$ 42.6                 | \$ 47.5      | \$ 51.5 | \$ (4.0) | -7.8%  | TOTAL REVENUE                  | \$ 238.4                                | \$ 362.9             | \$ 280.7     | \$ 82.3  | 29.3%    |  |
|                         |              |         |          |        |                                | Expense                                 |                      |              |          |          |  |
| \$ 13.0                 | \$ 13.5      | \$ 13.1 | \$ (0.4) | -3.0%  | Salary/Wages                   | \$ 77.7                                 | \$ 76.9              | \$ 79.2      | \$ 2.3   | 2.9%     |  |
| 6.6                     | 6.6          | 6.2     | (0.3)    | -5.0%  | Fringe Benefits                | 36.7                                    | 37.6                 | 37.4         | (0.1)    | -0.4%    |  |
| 1.7                     | 2.0          | 2.6     | 0.6      | 21.7%  | Services                       | 9.6                                     | 11.2                 | 15.4         | 4.2      | 27.5%    |  |
| 1.8                     | 1.6          | 1.9     | 0.3      | 13.8%  | Parts                          | 11.2                                    | 9.8                  | 11.3         | 1.6      | 13.8%    |  |
| 1.0                     | 2.3          | 2.0     | (0.3)    | -13.2% | Fuel                           | 7.8                                     | 10.7                 | 11.4         | 0.7      | 5.8%     |  |
| 0.5                     | 0.5          | 0.5     | (0.0)    | -3.0%  | Utilities                      | 3.0                                     | 3.1                  | 3.0          | (0.1)    | -3.1%    |  |
| 0.2                     | 1.1          | 1.4     | 0.3      | 18.2%  | Other                          | 4.2                                     | 4.9                  | 7.7          | 2.9      | 36.9%    |  |
| (1.5)                   | (0.6)        | (0.8)   | 0.2      | -27.4% | Capitalized Cost               | (5.4)                                   | (4.3)                | (4.7)        | 0.4      | -8.7%    |  |
| \$ 23.5                 | \$ 27.1      | \$ 27.0 | \$ (0.1) | -0.5%  | TOTAL EXPENSE                  | \$ 144.8                                | \$ 149.8             | \$ 160.8     | \$ 11.0  | 6.8%     |  |
| \$ 9.4                  | \$ 7.5       | \$ 7.5  | \$ 0.1   | 0.9%   | Debt Service                   | \$ 53.5                                 | \$ 45.7              | \$ 45.2      | \$ (0.5) | -1.2%    |  |
| \$ 9.8                  | \$ 12.9      | \$ 17.0 | \$ (4.1) | -23.9% | Contrib. Capital/Reserve       | \$ 40.1                                 | \$ 167.4             | \$ 74.7      | \$ 92.7  | 124.2%   |  |
| Favorable/(Unfavorable) |              |         |          |        |                                | Favorable/(Unfavorable)                 |                      |              |          |          |  |



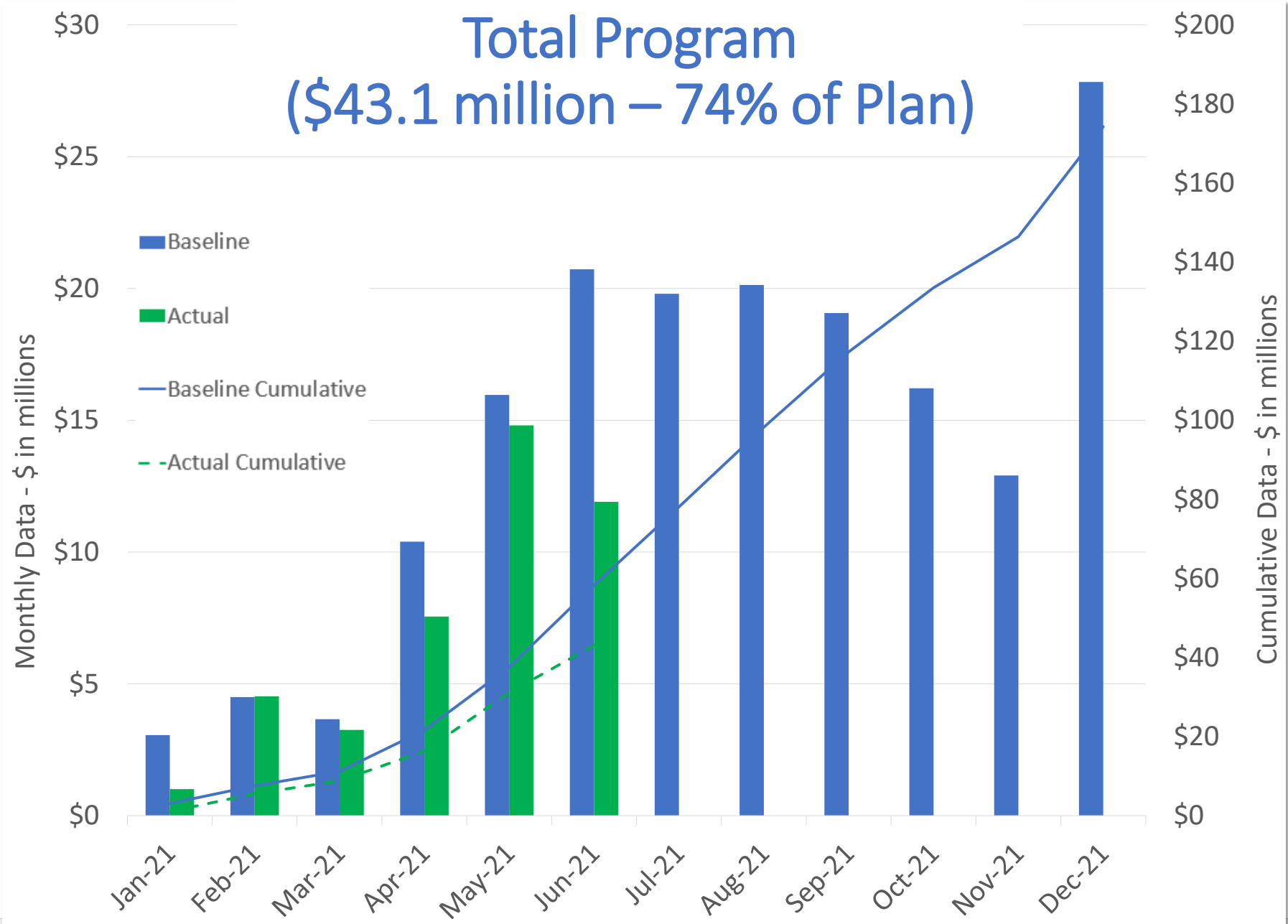
# Questions?



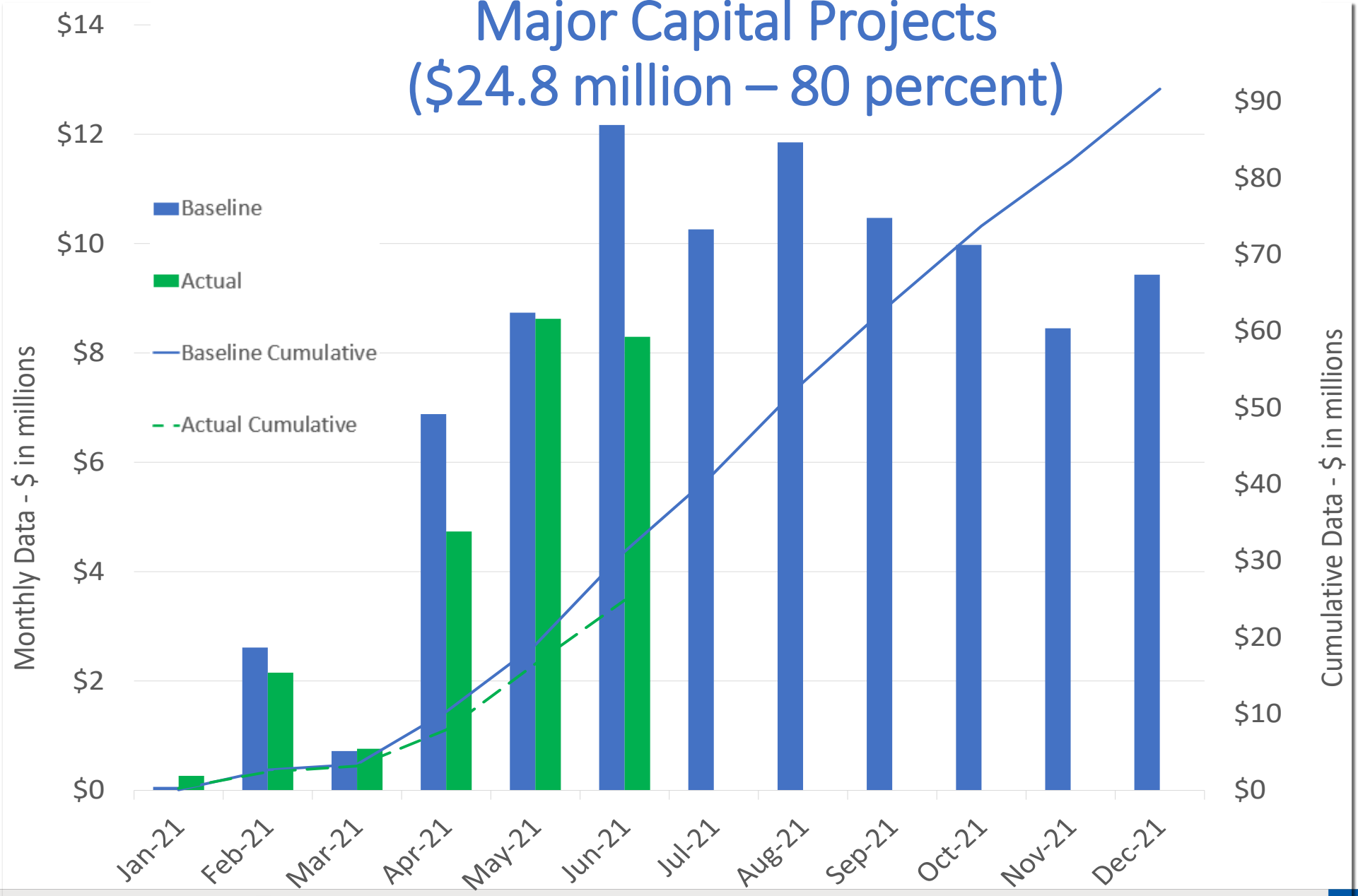
# Capital Program Update- January-June 2021



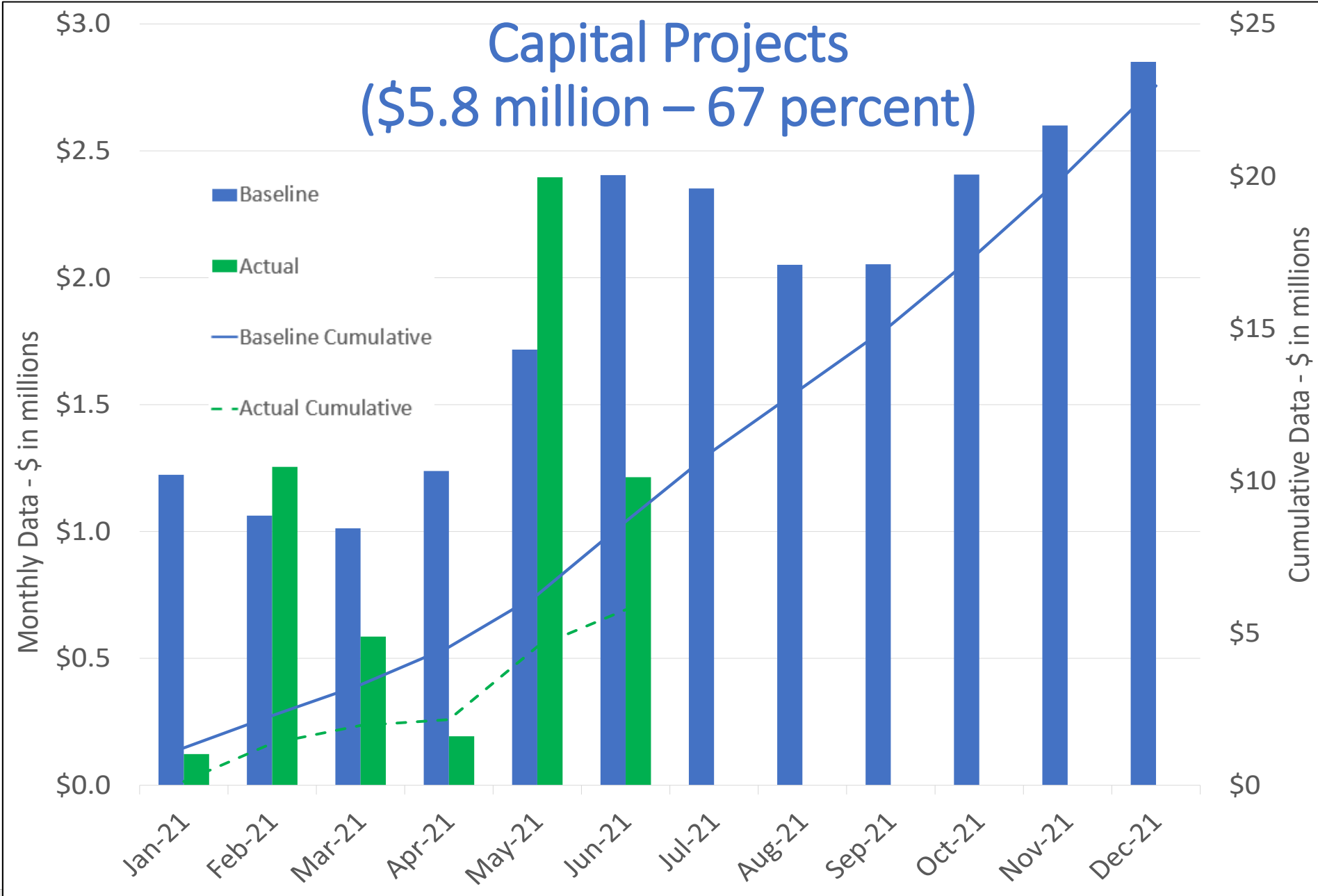
# Total Program (\$43.1 million – 74% of Plan)



# Major Capital Projects (\$24.8 million – 80 percent)

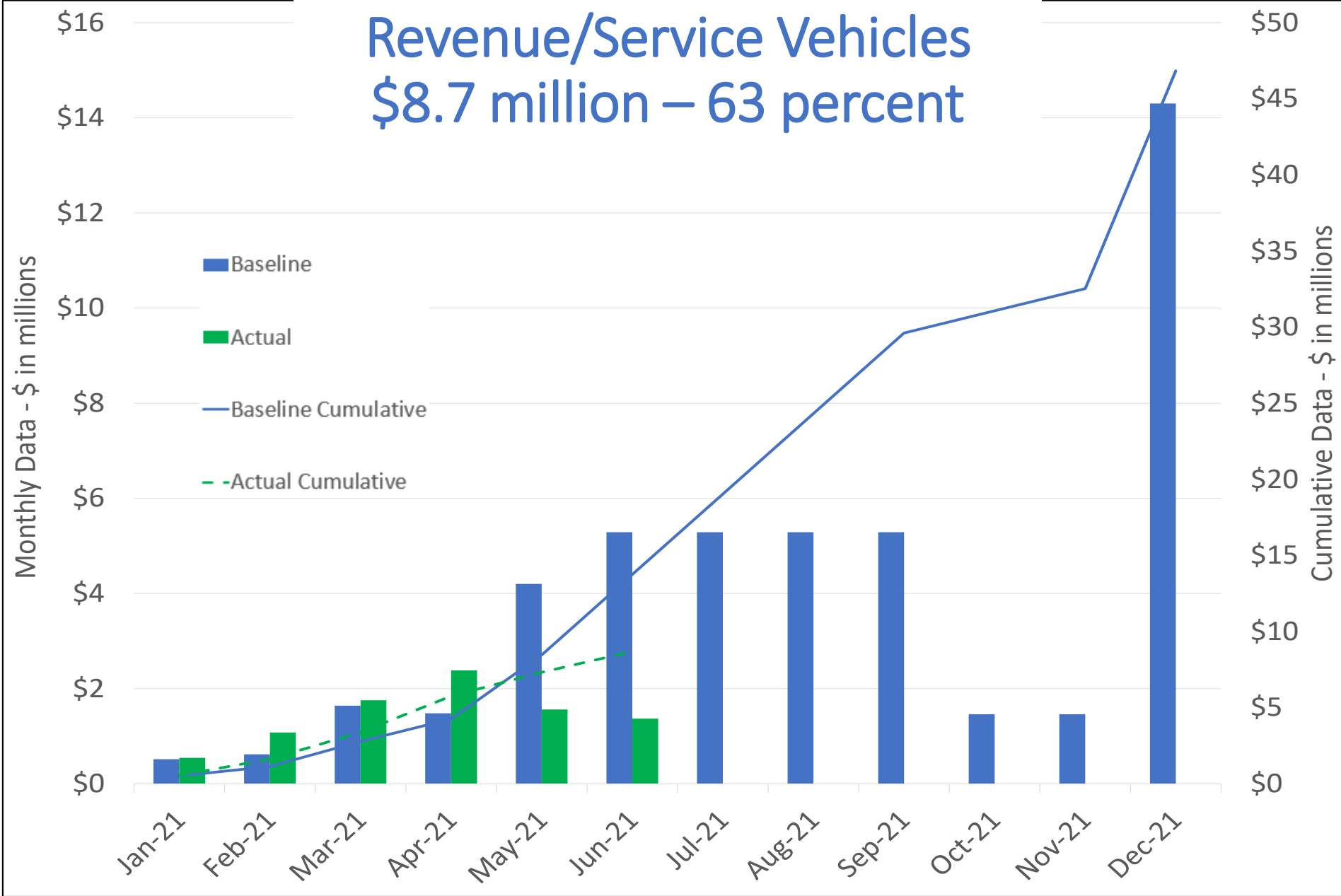


# Capital Projects (\$5.8 million – 67 percent)



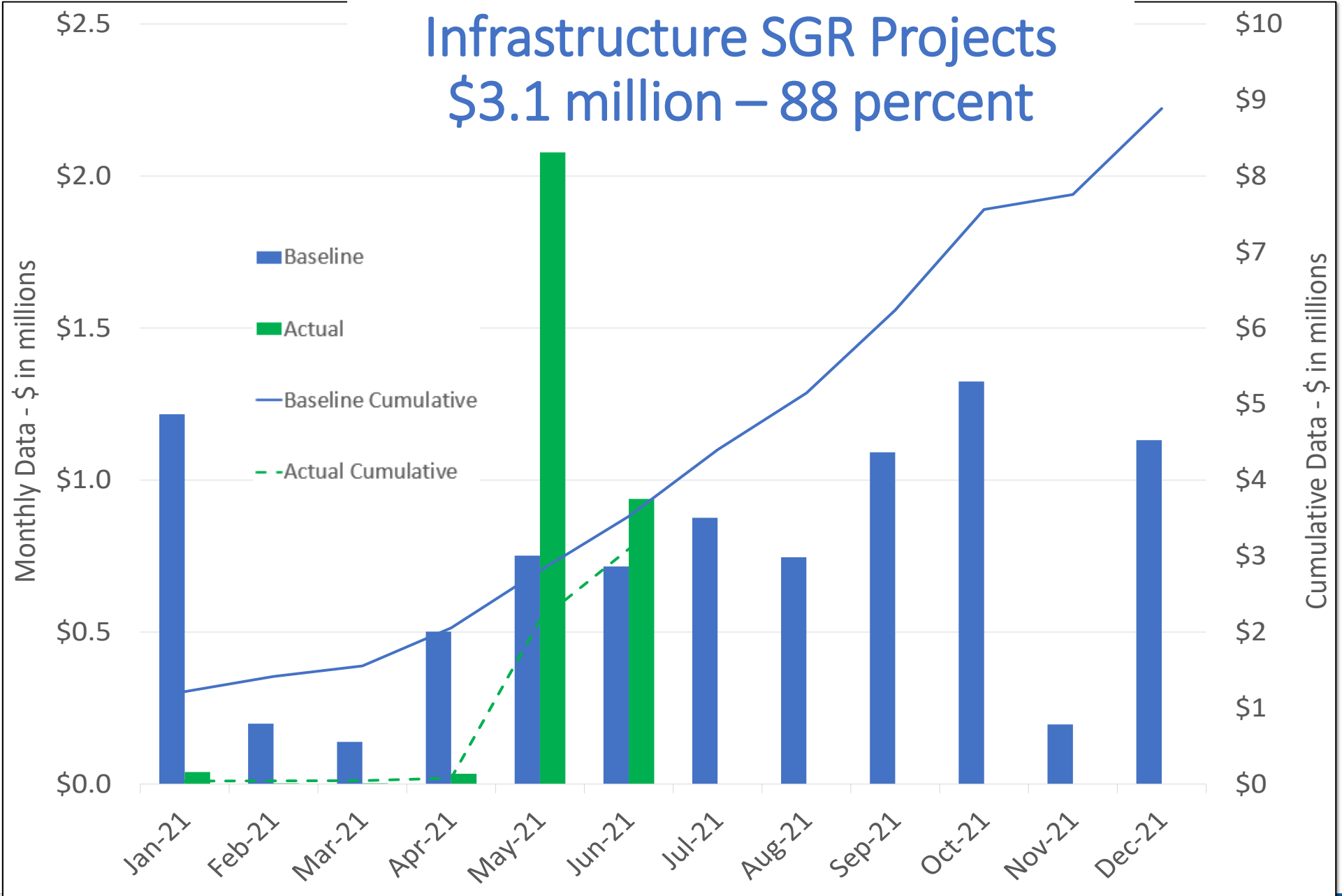


# Revenue/Service Vehicles \$8.7 million – 63 percent



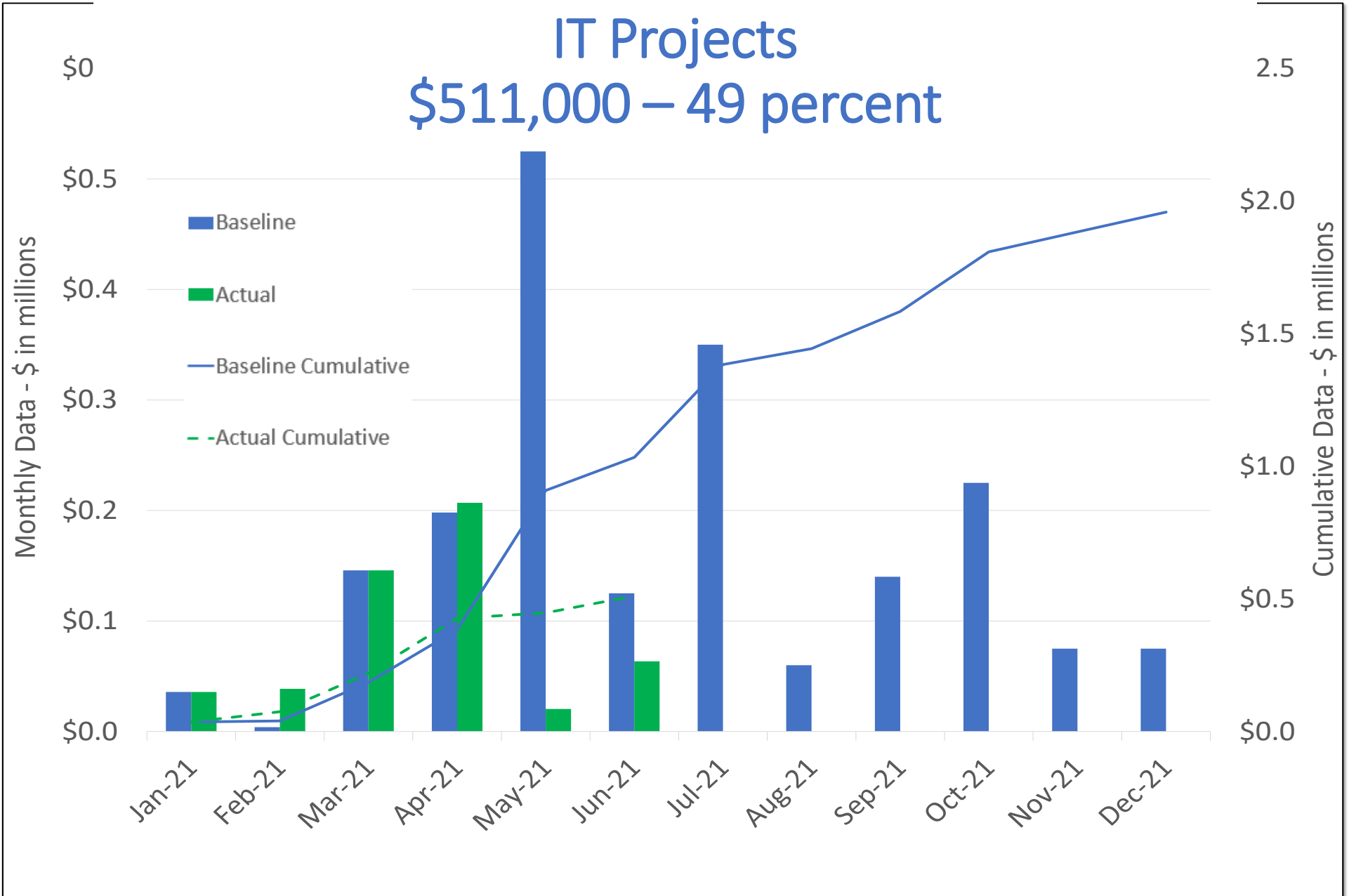
# Infrastructure SGR Projects

## \$3.1 million – 88 percent



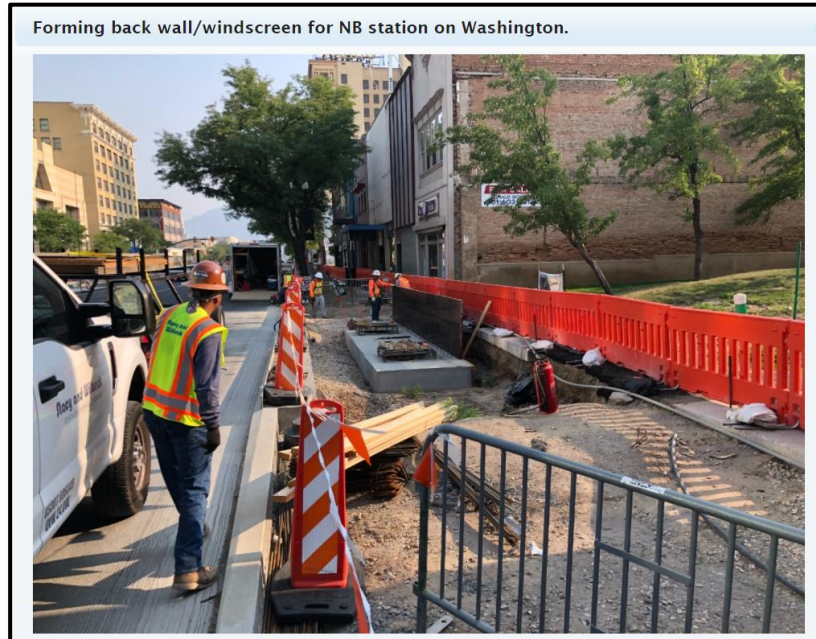
# IT Projects

## \$511,000 – 49 percent



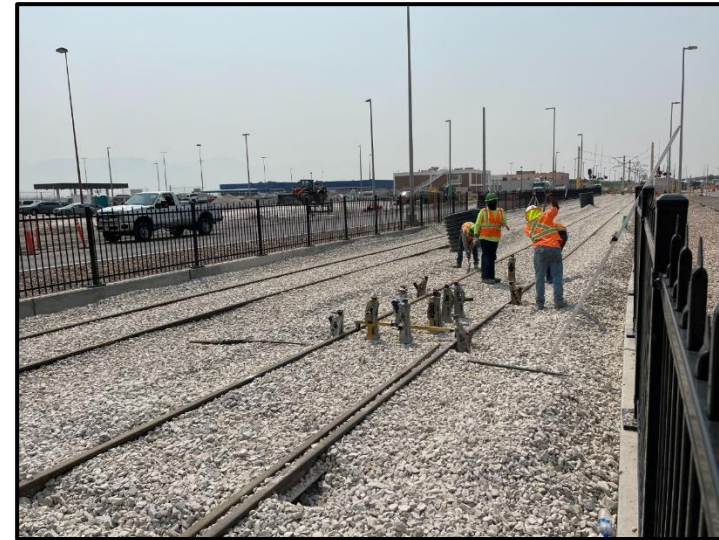
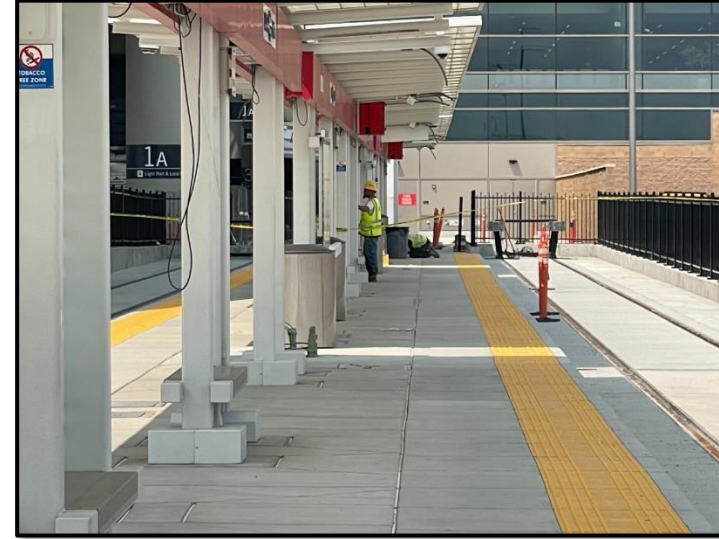
# Projects Highlights

- Ogden BRT
  - Spent approx. \$7 Million of planned \$9 Million YTD – 78 percent
  - Some work includes station construction



# Project Highlights

- Airport Station Relocation
  - Spent approx. \$2.5 Million of planned \$2.9 Million YTD – 86 percent
  - Work includes new station work as well as track construction



# Resolutions



**R2021-08-01**

**Resolution Authorizing the Execution  
of a Section 5309 Small Starts Grant  
Agreement with the Federal Transit  
Administration for the Ogden/Weber  
State University (WSU) Bus Rapid  
Transit (BRT) Project**



## Funded

### Section 5309 Small Starts Grant Funds for the Ogden Bus Rapid Transit Project

The total project cost is \$120,496,726.  
The total amount included in this Small Starts grant is \$110,952,103.  
(\$78,322,872 federal and \$32,629,231 local match)





# Funding Sources

## Federal Sources:

- Section 5309 Small Starts: \$78,322,872
- Congestion Mitigation/Air Quality (CMAQ) and Surface Transportation Block Grant (STBG): \$8,898,450

## Local:

- Utah Transit Authority Local Funds: \$12,555,404
- Weber County Funds: \$7,500,000
- Donated right of way: \$4,570,000
- Ogden City Funds: \$4,100,000
- State Capital Funding Sources: UDOT TTIF-\$4,000,000 and UDOT Design-\$50,000
- Rocky Mountain Power Funds: \$500,000



# **Recommended Action (by roll call)**

Motion to approve Resolution R2021-08-01

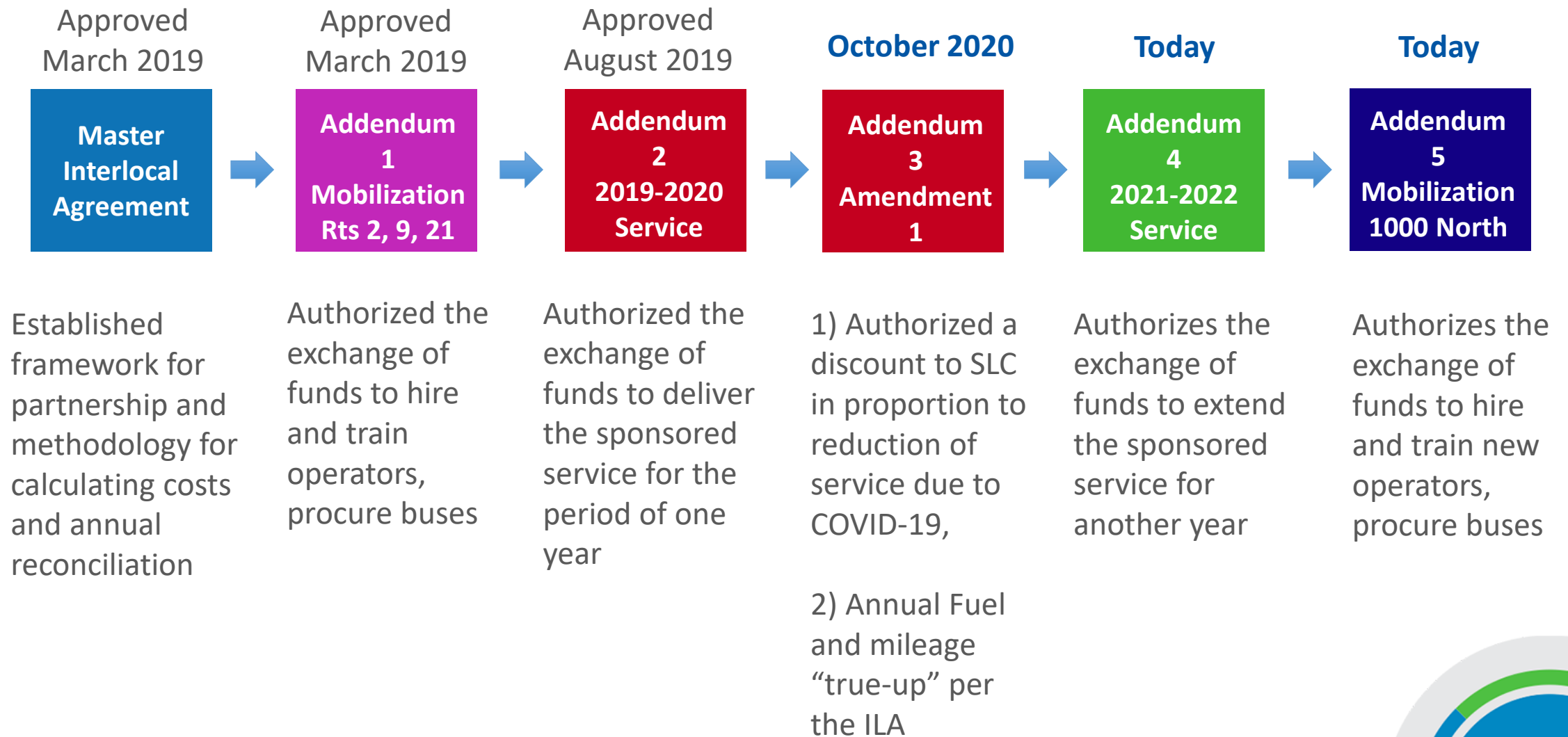
Authorizing the Execution of a Section 5309 Small Starts Grant Agreement with the Federal Transit Administration for the Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) Project



**R2021-08-02**

**Resolution Authorizing Execution of  
Addendum 4 and Addendum 5 to the  
Salt Lake Transit Master Plan  
Interlocal Agreement for 2021-2022  
Frequent Transit Network Routes**





ILA

1

2

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Full Master Plan Implementation

### Addendum 3 – 2020-2021 Service

#### Miles

- 19,802 miles now meet UTA baseline service standards
- 491,862 miles sponsored by City

#### Fuel

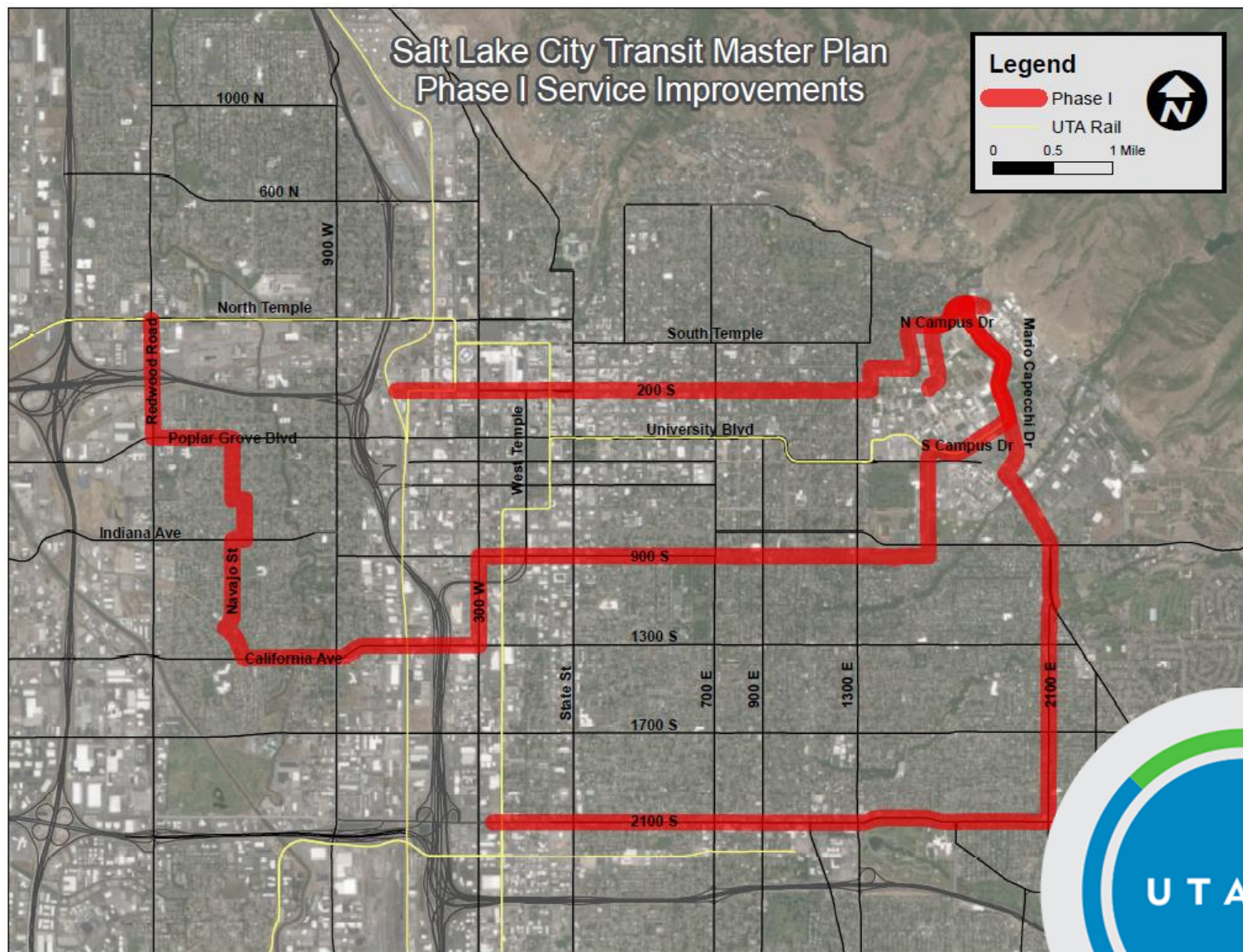
- \$2.00/gallon
- 4.8 gallons/mile

#### Financial

- Based on 2018 NTD Costs/mile
- 2.2% inflation rate
- \$41,088 actual vehicle lease rate

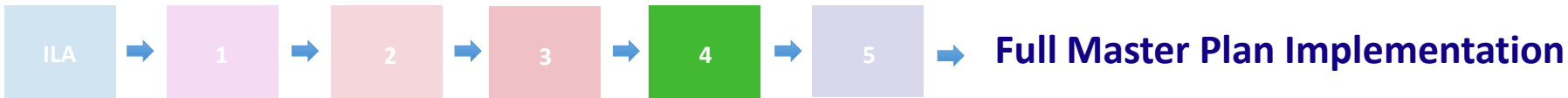
#### **Total Amount:**

\$4,290,092



UTA





## Addendum 4 – 2021-2022 Service

### Miles & Service

- 493,061 miles City Sponsored Service

### Fuel

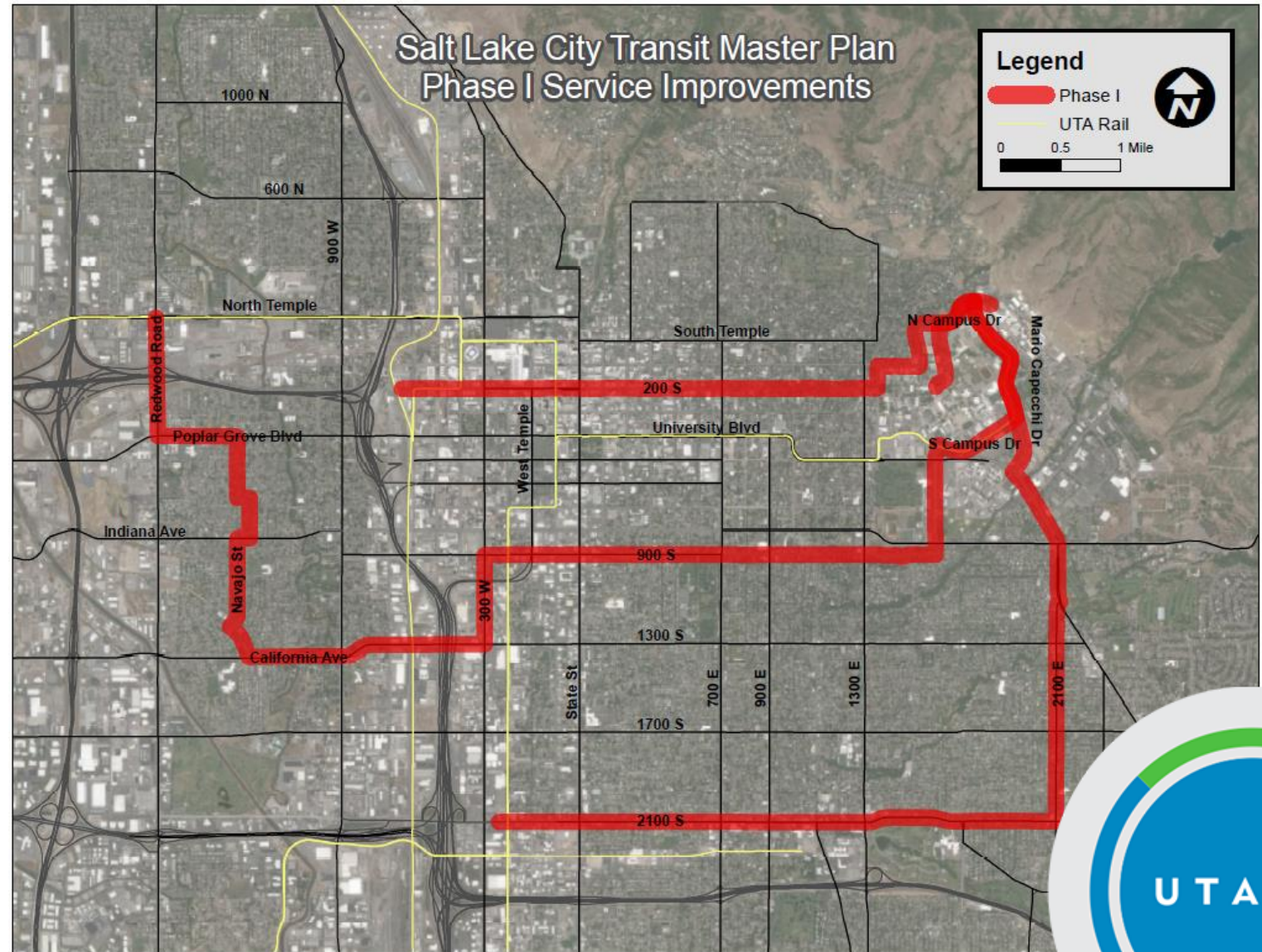
- \$2.25/gallon
- 5 gallons/mile

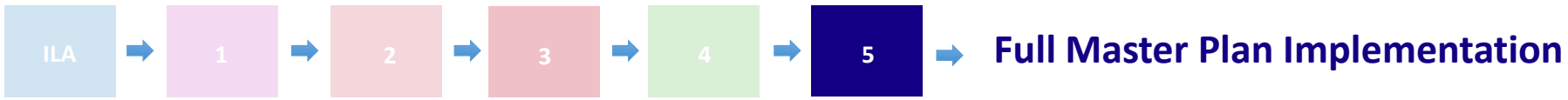
### Financial

- 2.2% inflation rate
- Based on 2019 NTD costs/mile
- \$49,306 actual vehicle lease rate
- \$371,305 Paratransit

### Total Amount (Addendum 4):

\$4,475,416

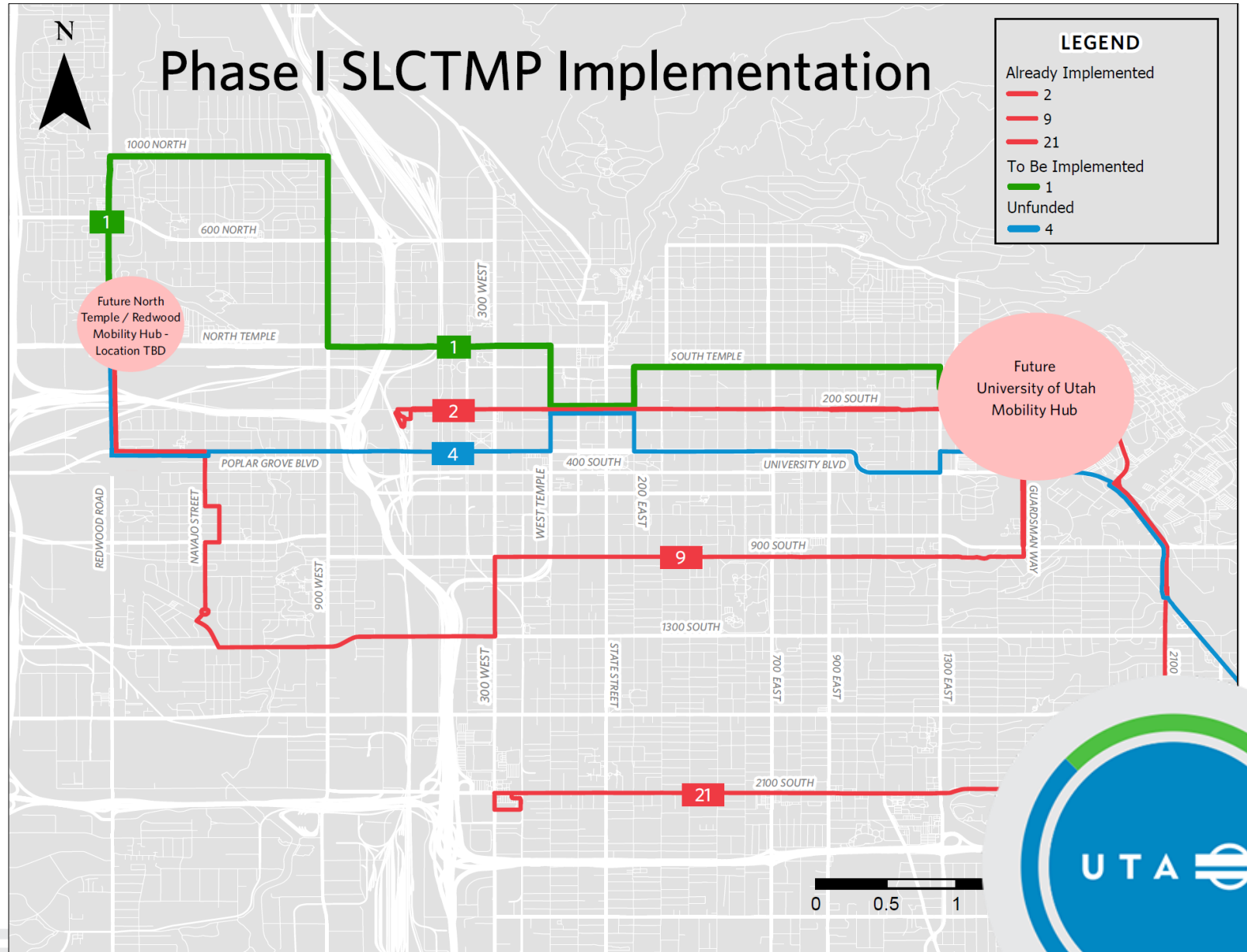




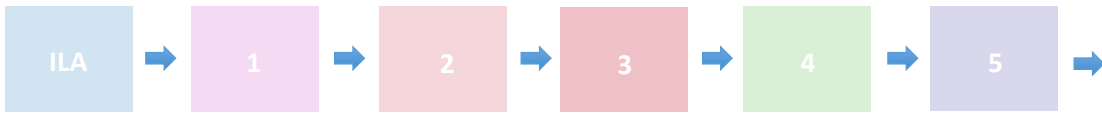
### Addendum 5 – 1000 N Mobilization:

- 15 new operators (hire & train)
- 4 new buses
- 2 mechanics
- 1 supervisor
- 1 TCC dispatch operator

**Total Amount:**  
\$949,322



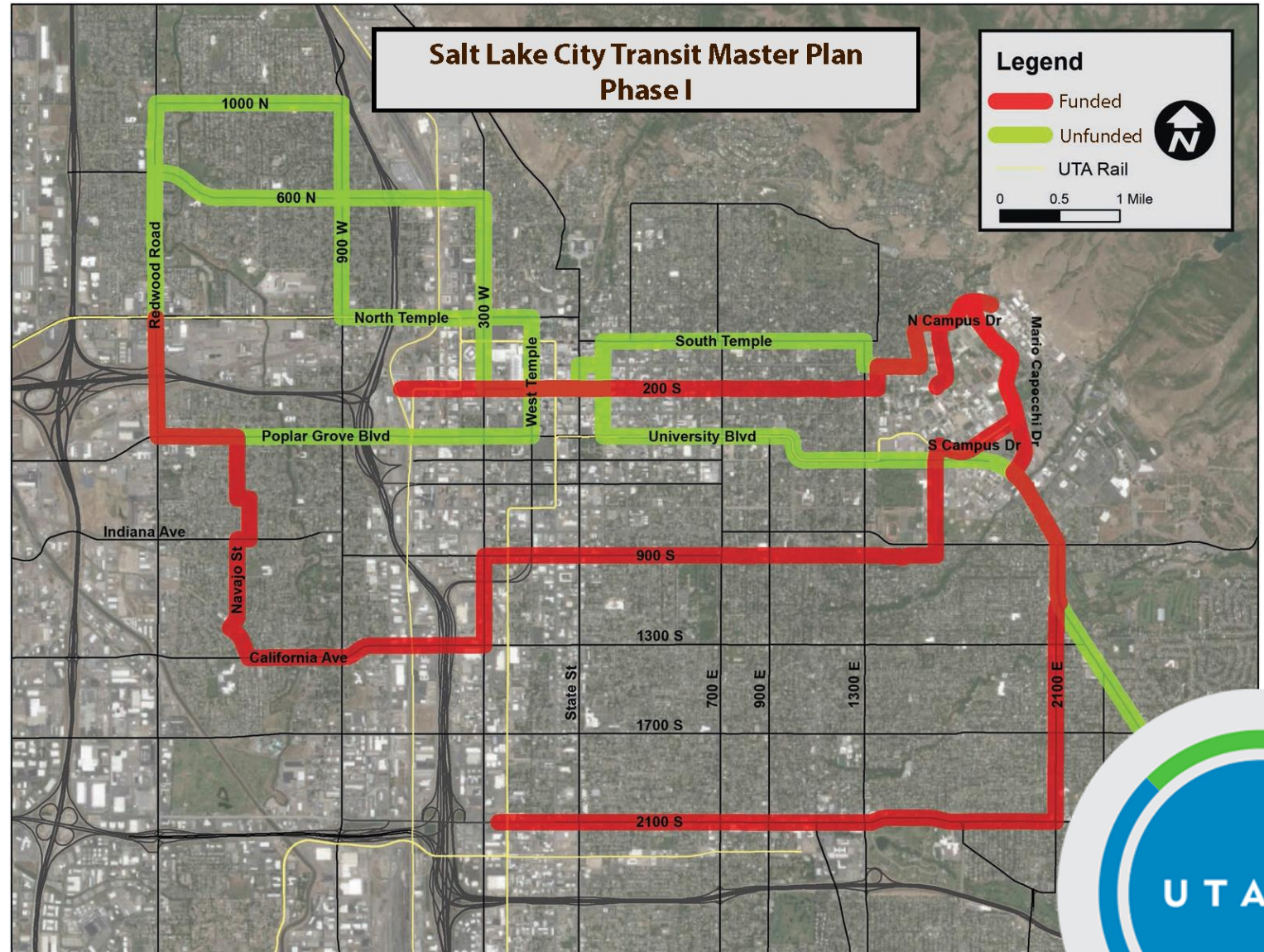




## Future Service 2022 and beyond

### Additional Service may Include:

- Salt Lake Trips To Transit – Microtransit in Glendale/RosePark Area
- 400 South





ILA

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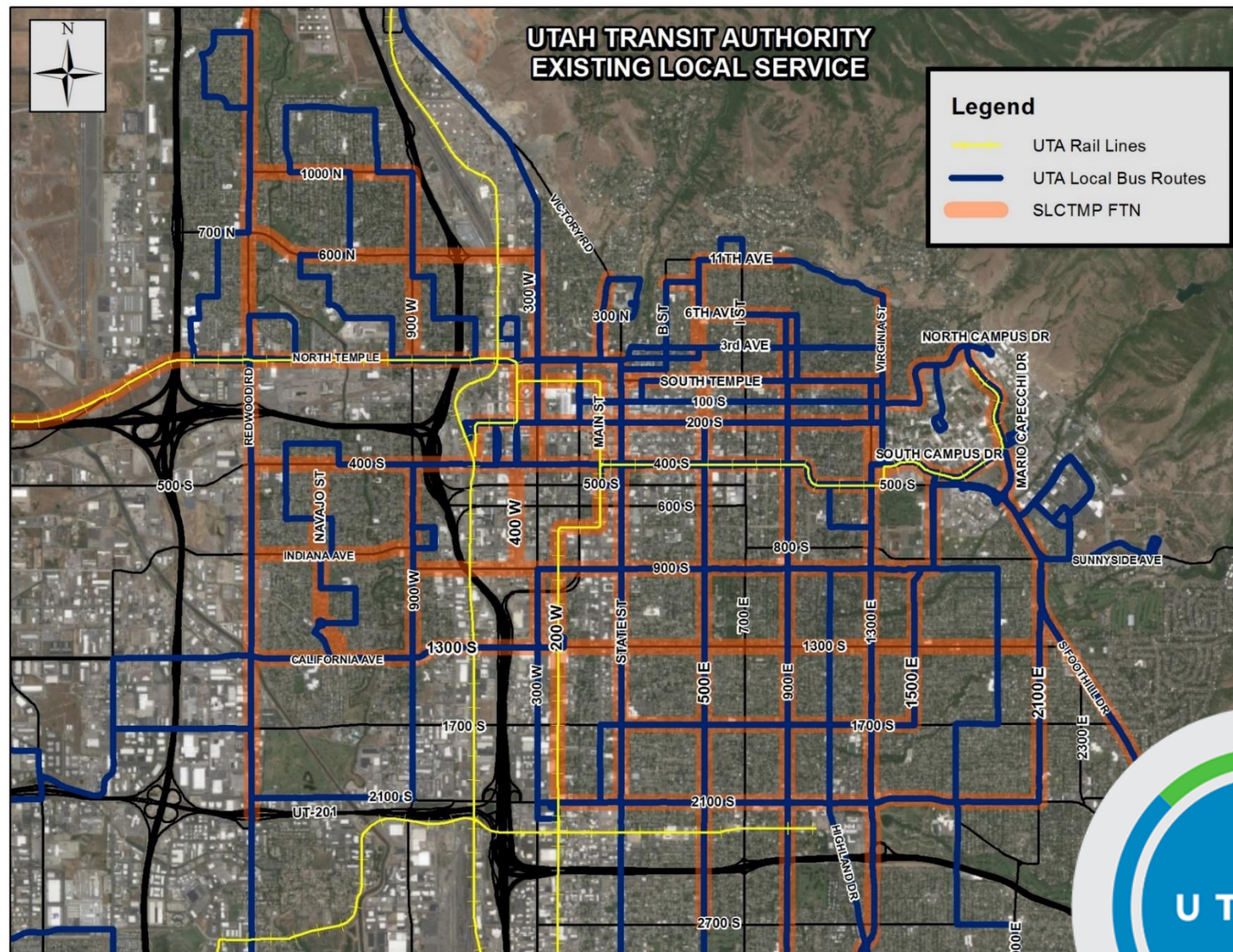
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5

Full Master Plan Implementation

- Twenty-year agreement
- Goal is full implementation of the Salt Lake City Transit Master Plan



UTA

# **Recommended Action (by roll call)**

Motion to approve Resolution R2021-08-02  
Authorizing Execution of Addendum 4 and Addendum 5 to the Salt Lake Transit Master  
Plan Interlocal Agreement for 2021-2022 Frequent Transit Network Routes



**R2021-08-03**

**Resolution to Request the Utah  
Department of Transportation to Use  
Eminent Domain for the Acquisition of  
Property Necessary for the Ogden-  
Weber State University Bus Rapid  
Transit Transportation Projects –  
Parcels 148 and 149**



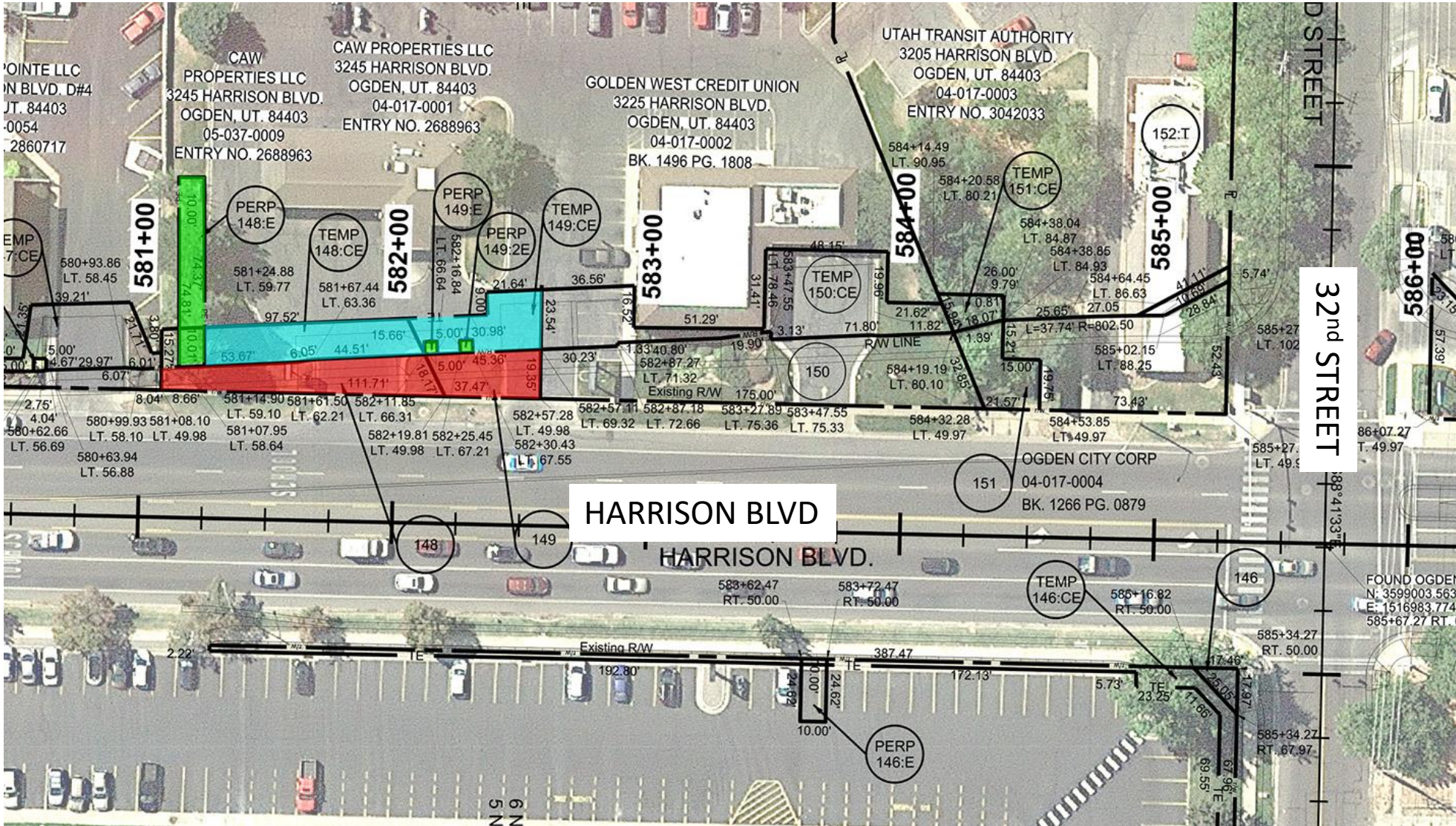
# Property Overview






|  |   |
|--|---|
| <b>Seller</b>                              | Cawproperties, LLC c/o<br>Cheyney Wheelwright |
| <b>Purpose of Acquisition</b>              | Ogden-WSU BRT Right-of-Way                    |
| <b>Location</b>                            | 3245 South Harrison Blvd, Ogden, Utah         |
| <b>Temporary Construction<br/>Easement</b> | 2,404 square feet                             |
| <b>Easement</b>                            | 771 square feet                               |
| <b>Fee Acquisition</b>                     | 2,104 square feet                             |
| <b>Total Property Value</b>                | \$105,500                                     |
| <b>Funding Source</b>                      | Ogden-WSU BRT Project Budget                  |



# Property Context Map



-  Temporary Construction Easement
-  Perpetual Easement
-  Fee Acquisition



# Negotiations & Recommendation



- Negotiations are at an impasse
- Delay is jeopardizing project schedule
- Proposed resolution will give UTA option to condemn if necessary

# Request



- Approve Resolution
- Authorize Executive Director to request the Utah Department of Transportation to commence eminent domain proceedings

# **Recommended Action (by roll call)**

Motion to approve Resolution R2021-08-03  
to Request the Utah Department of Transportation to Use Eminent Domain for the  
Acquisition of Property Necessary for the Ogden-Weber State University Bus Rapid  
Transit Transportation Projects – Parcels 148 and 149





**R2021-08-04**  
**Resolution Establishing a**  
**Self-Insurance/Catastrophic Loss**  
**Reserve Fund**



# Creating a Reserve for Self-insurance and Catastrophic Loss Retention

Self-insurance/Catastrophic reserve established annually to reflect claims outstanding from risk management and estimable and presumed liability on open legal cases through the attorney general's office. The amount in this reserve is reported to the Department of Public Safety annually.

An element of this reserve will fund a catastrophic loss reserve for vanpool claims over existing insurance coverage. The funding of catastrophic loss reserve may be funded by vanpool fees and will be used to mitigate large claims.



# Existing UTA Reserves

| Reserve   | Description   | Amount       |
|---|---|--------------|
| <u>General Operating Reserve</u><br><br><i>To be used as a working capital account.</i>   | Funded at a level equal to at least twelve percent (12%) of the Authority's budgeted operating expense.   | \$58,788,000 |
| <u>Service Stabilization Reserve</u><br><br><i>To be used to avoid service reductions due to extraordinary circumstances.</i>                                     | Funded at a level equal to three percent (3%) of the Authority's budgeted operating expense.  | \$ 9,796,000 |
| <u>Bond Reserves</u><br><br><i>To be used for the payment of debt service in the event that UTA fails to make scheduled bond principal and interest payments.</i> | Bond reserves funded at a level required by bond covenants.   | \$29,551,000 |
| <u>Capital Replacement Reserve</u><br><br><i>To be used for capital repair or replacement costs due to extraordinary circumstances.</i>                           | Equal to one percent (1%) of the property, facilities, and equipment cost as reported in the comprehensive annual financial report.               | \$44,338,000 |
| <u>Debt Reduction Reserve</u><br><br><i>Captures annual cash savings from bond refundings for early debt retirement.</i>  | Primary function is to retire outstanding bonds but with advance notice to the Board, it may be used to supplement the General Operating Reserve. | \$30,000,000 |



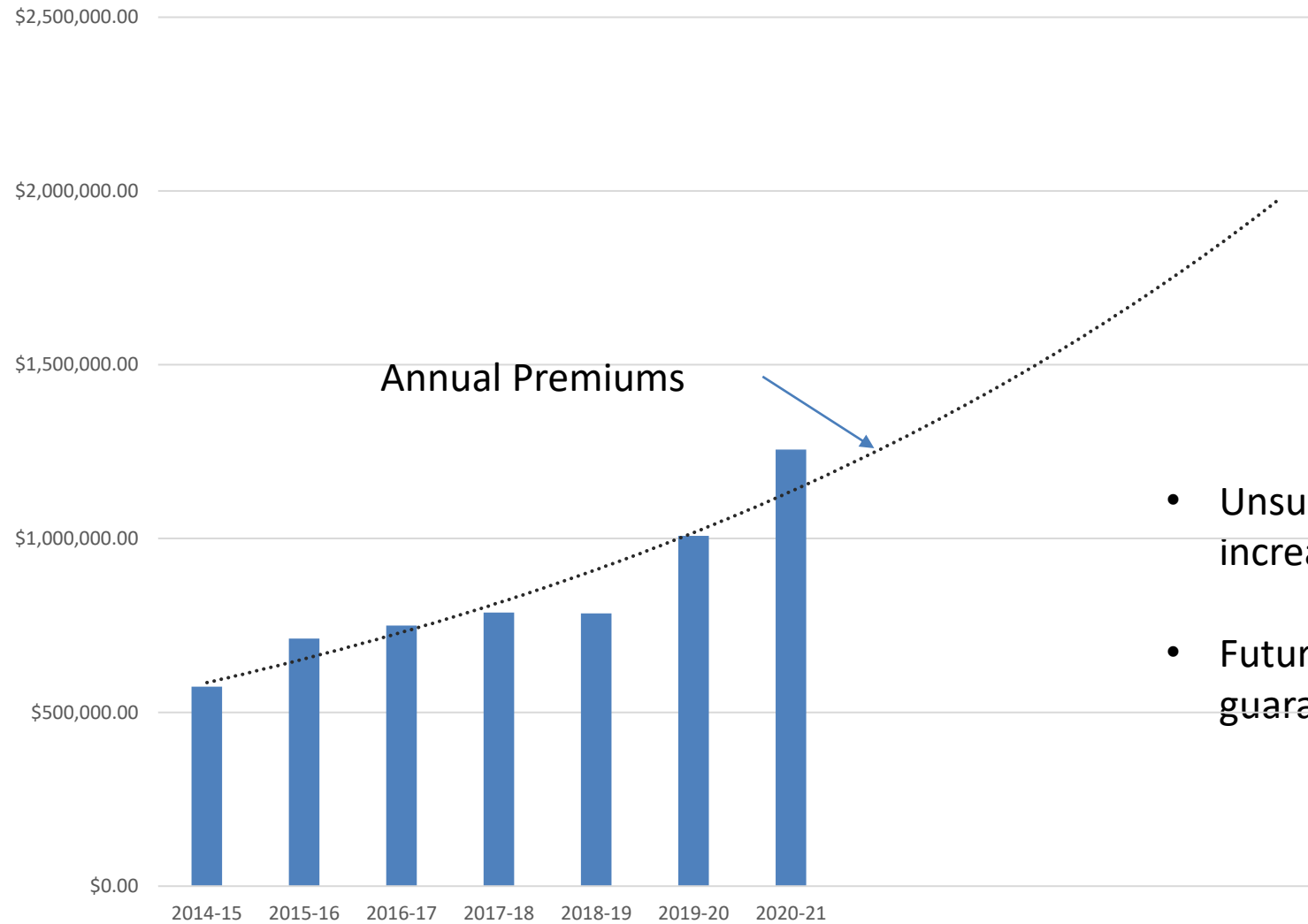
**Questions?**



# Vanpool Self-Insurance Discussion



# Current Situation



- Unsustainable premium increases
- Future coverage not guaranteed



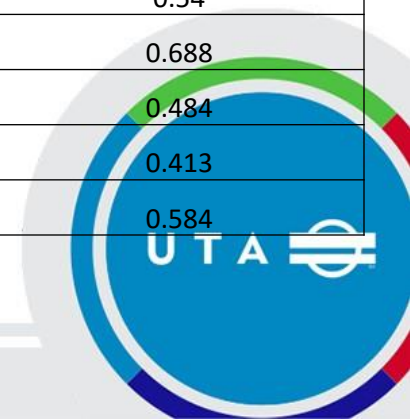
# Rideshare

## 11 Year History

| Policy Year | # Occurrences | # Claims | Claims Costs | Cost/Claim | Premium     |
|-------------|---------------|----------|--------------|------------|-------------|
| 2009-10     | 15            | 24       | \$89,000     | \$3,000    | \$499,000   |
| 2010-11     | 24            | 33       | \$219,000    | \$6,000    | \$500,000   |
| 2011-12     | 18            | 31       | \$92,000     | \$2,000    | \$467,000   |
| 2012-13     |               |          | \$73,000     |            | \$522,000   |
| 2013-14     |               |          | \$105,000    |            | \$561,000   |
| 2014-15     | 18            | 38       | \$46,000     | \$1,000    | \$573,000   |
| 2015-16     | 24            | 36       | \$56,000     | \$1,000    | \$711,000   |
| 2016-17     | 15            | 26       | \$50,000     | \$2,000    | \$749,000   |
| 2017-18     | 17            | 29       | \$29,000     | \$1,000    | \$787,000   |
| 2018-19     | 16            | 28       | \$798,000    | \$28,000   | \$784,000   |
| 2019-20     | 8             | 15       | \$49,000     | \$3,000    | \$1,007,000 |
| 2020-21     | 7             | 9        | \$150,000    | \$16,000   | \$1,256,000 |
| Totals      |               |          | \$1,760,000  |            | \$8,421,000 |

|                                       |    |    |           |         |           |             |
|---------------------------------------|----|----|-----------|---------|-----------|-------------|
|                                       |    |    |           |         |           | Difference  |
|                                       |    |    |           |         |           | \$6,661,000 |
|                                       |    |    |           |         |           | Loss Ratio  |
| Average                               | 16 | 27 | \$146,000 | \$7,000 | \$701,000 | 0.21        |
| 2020 Q2 Private Auto Industry Average |    |    |           |         |           | 0.47        |
| Liberty                               |    |    |           |         |           | 0.54        |
| AAA                                   |    |    |           |         |           | 0.688       |
| Allstate                              |    |    |           |         |           | 0.484       |
| State Farm                            |    |    |           |         |           | 0.413       |
| Farmers                               |    |    |           |         |           | 0.584       |

The private auto industry's average loss ratio is 2.23 times greater than Rideshare. Commercial Auto is even higher. Based on these numbers if our insurer was taking into account our loss ratio a fair premium would have been less than half what we're paying now.



# Rideshare

## Actuary Projections

### Projected Ultimate Loss and ALAE Fiscal Year 2021-22

#### Total Funding Amounts, Undiscounted<sup>2</sup>

| SIR         | Expected <sup>1</sup> | ← Confidence Level → |                  |           |           |           |
|-------------|-----------------------|----------------------|------------------|-----------|-----------|-----------|
|             |                       | 70%                  | <sup>4</sup> 75% | 80%       | 85%       | 90%       |
| \$50,000    | \$135,000             | \$168,000            | \$185,000        | \$206,000 | \$232,000 | \$267,000 |
| \$100,000   | 161,000               | 200,000              | 221,000          | 246,000   | 277,000   | 318,000   |
| \$250,000   | 206,000               | 256,000              | 283,000          | 315,000   | 354,000   | 407,000   |
| \$500,000   | 249,000               | 310,000              | 342,000          | 380,000   | 428,000   | 492,000   |
| \$1,000,000 | 314,000               | 391,000              | 431,000          | 479,000   | 540,000   | 621,000   |
| \$2,000,000 | 360,000               | 448,000              | 494,000          | 550,000   | 619,000   | 712,000   |

1. Losses will be less than this amount half the time.
2. Without consideration of investment income.
3. Self-insured Retention – the amount of risk that UTA would retain.
4. Allocated Loss Adjustment Expenses – expenses incurred for the handling of claims (i.e., adjuster salaries, office expenses, etc.)





# Financials

| Dollars in thousands  | <u>2022</u>  | <u>2023</u>  | <u>2024</u>  | <u>2025</u>  | <u>2026</u>    | <u>5-year savings</u> |
|---|--------------|--------------|--------------|--------------|----------------|-----------------------|
| <b>Stay with outside insurance</b>  |              |              |              |              |                |                       |
| Annual Insurance Premiums (estimated)   | \$1,320      | \$1,486      | \$1,667      | \$1,862      | \$2,073        |                       |
| <b>Move to self insurance</b>   |              |              |              |              |                |                       |
| Excess \$2M Coverage  | 400          | 420          | 441          | 463          | 486            |                       |
| Risk staff to handle claims   | 40           | 41           | 42           | 44           | 45             |                       |
| Annual Losses to Self Insurance Fund  | 360          | 360          | 360          | 360          | 360            |                       |
| <b>Savings to move to self insurance</b>  | <b>\$520</b> | <b>\$665</b> | <b>\$824</b> | <b>\$995</b> | <b>\$1,182</b> | <b>\$4,185</b>        |
| <b>What UTA could do with savings to mitigate Exposure</b>                                    |              |              |              |              |                |                       |
| Establish a reserves above self insurance fund and excess loss coverage for catastrophic loss | 300          | 200          | 200          | 200          | 200            | <b>1,100</b>          |
| Equip current 450+ vanpools with on-going monitoring equipment                                | 100          | 100          | 100          | 100          | 100            |                       |
| Vanpool staff to monitor infractions and take action  | 75           | 79           | 83           | 87           | 91             |                       |
| <b>Total mitigation costs</b>   | <b>475</b>   | <b>379</b>   | <b>383</b>   | <b>387</b>   | <b>391</b>     | <b>2,014</b>          |
| <b>New potential savings with less risk exposure</b>  | <b>\$45</b>  | <b>\$286</b> | <b>\$441</b> | <b>\$608</b> | <b>\$791</b>   | <b>\$2,171</b>        |

# Potential Benefits

- **Create long-term savings**
  - Reduce premium costs
  - Reduce average cost per claim
  - Reduce number of claims
- **Better asset control**
  - Decrease loss/theft
  - Simplified SGR Auditing (Soft cost savings)
  - Increase driver accountability



# Questions?



# **Recommended Action (by roll call)**

Motion to approve Resolution R2021-08-04  
Establishing a Self-Insurance/Catastrophic Loss Reserve Fund



# **Contracts, Disbursements, and Grants**



# **Contract: SD100 HVAC Inverter Replacement (Kiepe Electric, LLC)**

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## **Recommended Action (by acclamation)**

Motion to approve contract with Kiepe Electric, LLC for SD 100 HVAC Inverter Replacement, as presented



# **Change Order: 2022 Transit Bus Replacement – Ninth Order (Gillig, LLC)**

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## **Recommended Action (by acclamation)**

Motion to approve change order to contract with Gillig, LLC for 2022 Transit Bus Replacement – Ninth Order, as presented



# **Change Order: Meadowbrook Expansion – Underground Power and Communications Relocation (Big D Construction)**

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## **Recommended Action (by acclamation)**

Motion to approve change order to contract with Big D Construction for Meadowbrook Expansion – Underground Power and Communications Relocation, as presented





# Pre-Procurements

- Refinish Floors at Meadowbrook Building 3
- Cyber Security Incident Event Management
- Locomotive Truck Frame Overhaul
- On-Route Charging Services



# Discussion Items



# Technology Assessment



# UTA Technology Assessment

IT Director – Dan Harmuth  
Aug 11, 2021



# Agenda

- Key Findings
- Application Health Matrix
- Timeline for Remediating Applications
- Timeline for Remediating IT Infrastructure
- Risks Identified
- IT Capital Budget Planning (5 years)
- Budgetary Considerations



# Key Findings – Digital Transformation

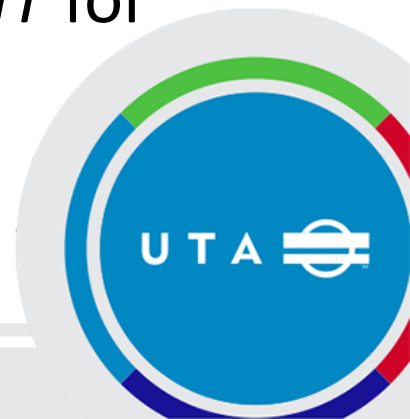
We were able to benefit from the Digital Transformation that started 4 years ago. When the COVID-19 pandemic hit, little to no effort was required to move all Admin employees to telecommuting. Key transformations occurred as follows:

- DocuSign in 2018
- Laserfiche workflows in 2019
- AP Invoice approval workflow in 2020
- VPN and WebEx licenses for all users



# Key Findings - Applications

- JD Edwards Upgrade & Assessment
  - Upgrade in 2022 to V9.2
  - Study HR Suite, Maintenance and Finance modules
- CAD/AVL/MDC applications tools EOL - being rewritten and replaced as part of TMS (Transit Management Systems) program for all modes.
- Customer Relationship Management Evaluation
- Phone System assessment after Office 365 implementation
- Public Website – *Contract transferred from Mktg to IT* for general contract management



# Key Findings – Hardware

- Fares Readers (1,760) are EOL and cannot support expansions of BRTs, etc.
- Assess Bus Yard WiFi after 5G cellular roll-out by all providers
- Passenger Signs (180) need replacement, warranty expires in 2021
- Door Badge Access system – Controller & Readers (309) are 3-9 years old.
- Milestone Video Surveillance – 1,750 Cameras need replacement in the next 5 years.
- Motorola iDen Radio system is end of life - *replacing in 2023-2025*





# Key Findings – IT Infrastructure

- Fiber Replacement - Align with MOW fiber upgrades and replacement
- Data Back-up – Evaluate post Office 365 implementation.
- Server and SAN (Storage Area Network) redundancy at Disaster Recovery (DR) Site
- Assess Bus Yard WiFi after 5G cellular roll-out by all providers
- Azure Cloud Services back-ups of our source code (6 applications)



|   |  |
|---|--|
| <b>Green</b> (System within Life-cycle, Meets User Needs)   | <b>Yellow</b> (EOL in 3-5 Years; Should be Reassessed)   |
| <ul style="list-style-type: none"> <li>• 12 Systems</li> </ul>  | <ul style="list-style-type: none"> <li>• 12 Systems</li> </ul>   |
| <b>Orange</b> (Approaching EOL in 1 year; Does not meet Needs)  | <b>Red</b> (EOL; Does not Meet Requirements)   |
| <ul style="list-style-type: none"> <li>• 8 Systems             <ul style="list-style-type: none"> <li>• 2 underway</li> <li>• 1 Completing this summer</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• 8 Systems             <ul style="list-style-type: none"> <li>• 1 underway</li> <li>• 3 scheduled in next 2 years</li> </ul> </li> </ul> |



**Green** (System within Life-cycle, Meets User Needs)

- Trapeze FX (Fixed Route Planning)
- Trapeze Pass & CT, RidePro (Paratransit)
- EFC-X (UTA custom Fares Back-end system)
- TransTrack CRM
- Data Centers (U of U & Tonaquint)
- Cisco Server Infrastructure
- Cohesity Data Back-up System
- VMware Virtual Servers (430)
- Network Equipment (Switches / Routers)
- Commuter Rail WiFi System
- Gateway Routers in Buses and Rail
- Azure Cloud – Multiple Applications (6 major apps)

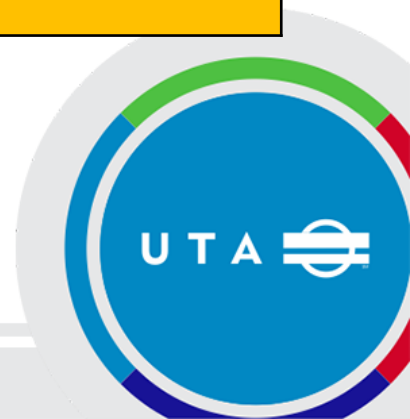


## **Yellow (EOL in 3-5 Years; Should be Reassessed)**

- Incident Log
- Fareboxes
- Mobile Ticketing App
- JD Edwards (ERP) – Finance & Procurement
- Salesforce CRM
- Laserfiche RMS/ECM
- Kronos Time Keeping
- Lenel-S2 (Carrier) Door Badge Access
- Information Builders – BI
- Fiber Infrastructure
- Cisco Unified Communications (UC) Phone System
- Cisco Unified Contact Center Express (UCCX) System

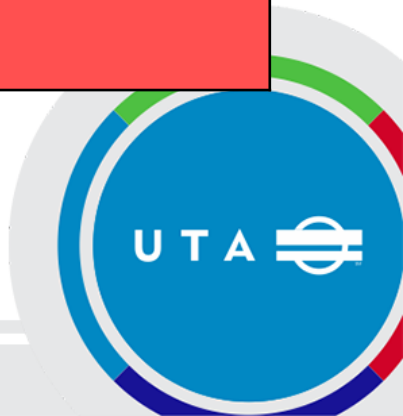
## Orange (Approaching EOL in 1 year; Does not meet Needs)

- CAD/AVL/MDC (*replacement TMS project underway*)
- OPUS (*TRAX Realtime Tracking to Schedule*)
- TVMs
- JD Edwards (ERP) – HRIS, Maintenance
- SharePoint Intranet (On-Premise)
- TDX (*upgrade scheduled for Nov 2021*)
- Milestone Video Surveillance (*upgraded in July 2021*)
- Hanover Passenger Platform Signs (180)

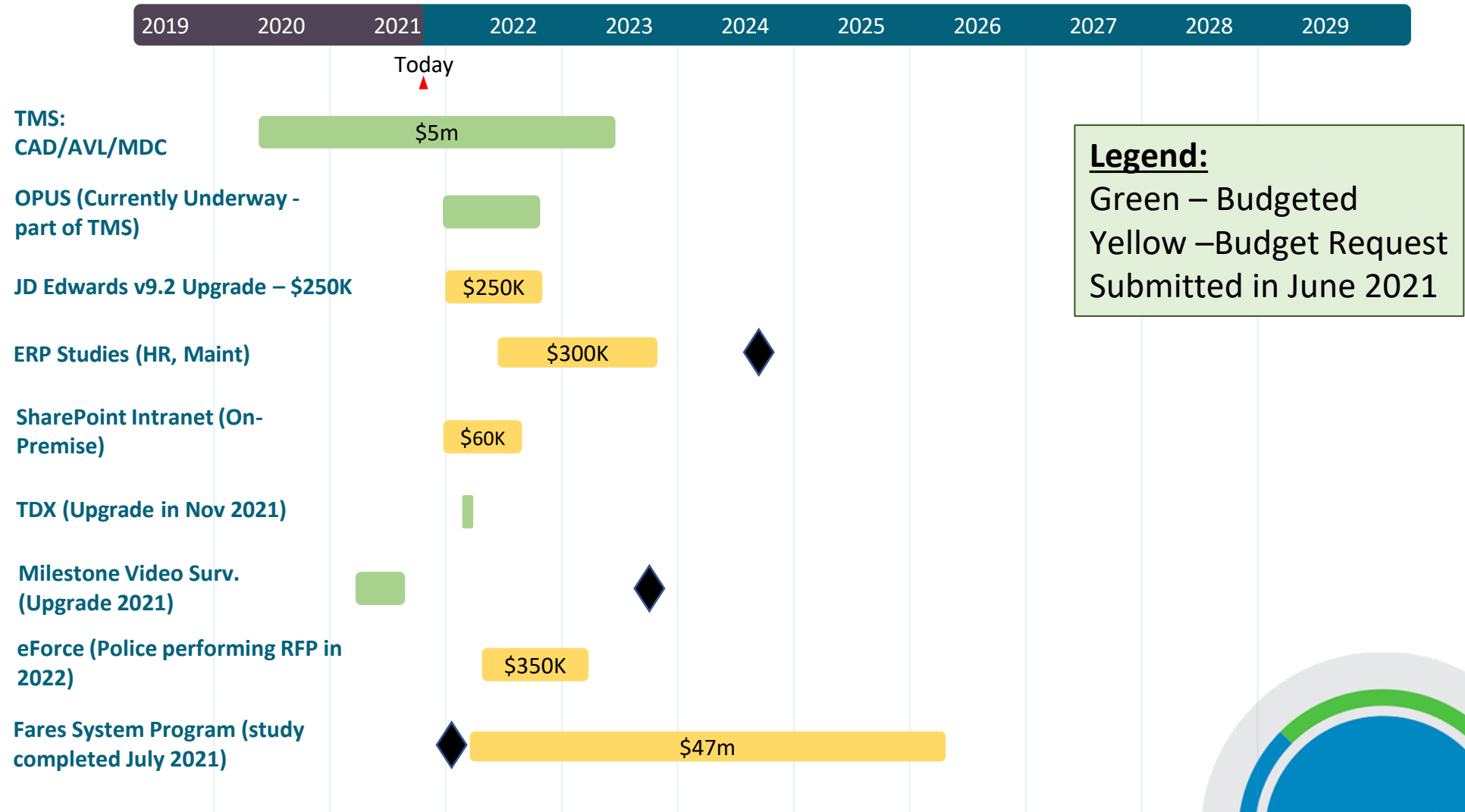


## Red (EOL; Does not Meet Requirements)

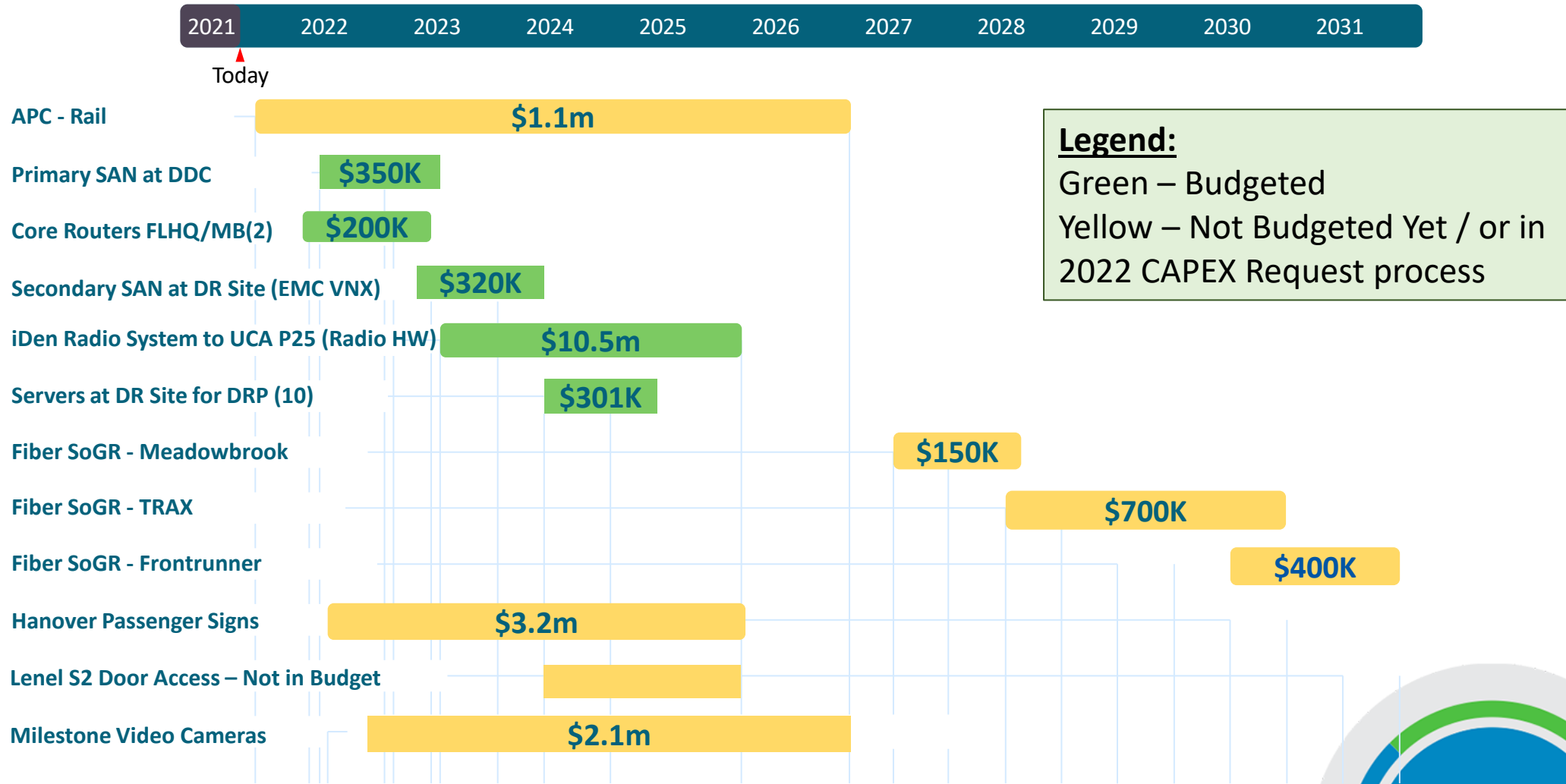
- TRAX MCD (*replacement TMS project underway*)
- Fares Vix Validators (*Fares System program*)
- DSI – Maintenance front-end to JDE
- Compellent SAN / EMC VNX SAN (both EOL in 2022)
- Nexsan Assureon Archive system (>97% full)
- Cisco WiFi Access Points (*replacing in 2021*)
- iDen Radio System (*replacing in 2023-2025 with UCA*)
- INIT APC system in Rail (*replacing in 2023-2026*)



# Timeline for Remediating Applications



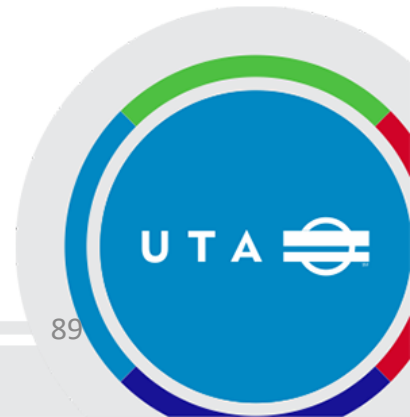
# Timeline for Remediating IT Infrastructure





# Risks Identified

- Custom Application Support
- Shadow IT
- UTA's File Retention
- EFC Readers (~1,760) end-of-life (EOL)



# Budgetary Considerations (CAPEX & OPEX)

- Software licenses: most vendors moving from Licenses to Subscriptions (CAPEX to OPEX)
- ERP costs if moving off JD Edwards (possible annual subscription)
- Azure Cloud costs for Critical Applications and data



# Questions



# Other Business

- a. Next Meeting: Wednesday, August 25, 2021 at 9:00 a.m.



# Closed Session

- a. Strategy session to discuss pending or reasonably imminent litigation
- 

## Recommended Action (by acclamation)

Motion for a closed session to discuss pending or reasonably imminent litigation



# Closed Session



# Open Session





# Adjourn



# Break

